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NEW YORK  
The Justice Department today said it had received information that Mr. Edward J. ...

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# IMF delay puts further pressure on Somoza

BY HUGH O'SHAUGHNESSY

MANAGUA, Nov. 2. U.S. FINANCIAL pressure on General Anastasio Somoza, the Nicaraguan President, was increased yesterday when, at the Washington suggestion, the International Monetary Fund decided to postpone for two or three weeks Nicaragua's application for assistance under the compensation finance scheme.

This is the second postponement of the application and involves some \$20m which the Somoza Government is claiming because of a drop in its cotton export earnings last year.

Dr Roberto Incer Barquero, the Nicaraguan Central Bank chairman, last night accused the U.S. Government of flagrant violation of the principles and aims of the IMF.

The latest postponement of the Nicaraguan application comes at a crucial time for the Somoza Government which is seeking financial help to shore up an economy which was badly damaged by the insurrection in August and September. The regime is trying to overcome the Government cash shortages and to defend the fragile national currency, the cordoba, which has an official exchange rate of seven to the dollar.

In September, Government income from sales taxes was down substantially. Receipts totalled just over 3m cordobas as against 10m cordobas in the same month of last year. Customs receipts in September totalled only 17m cordobas as against 45m in September 1977.

Currency operators here are offering 9 cordobas to the dollar on the black market and, with the recently-announced exchange controls, it is difficult to sell cordobas abroad. "The currency is virtually worthless outside the country," one diplomat said yesterday.

The latest pressure on the Somoza (Government) came as the U.S.-sponsored mediation commission prepared to meet Gen. Somoza this afternoon to hear his reply to opposition proposals that he and his family should leave the country and that democratic elections should be held. The Somoza family has dominated Nicaraguan politics since 1934.

## Venezuela oil price rise

CARACAS, Nov. 2.

VENEZUELA WILL raise the price of some of its oil exports as a result of Iran's forced cut-back in petroleum production, according to sources in the oil industry here.

Venezuela, however, does not have the capacity to increase its exports to help fill the vacuum caused by the drop in Iran's production. Mr. Everett Bauman, a former oil-company executive and now a columnist for the English language newspaper the Daily Journal, noted in an article in Thursday's edition, reports AP-DJ.

"Venezuela will not increase prices for oil sold under contract to its traditional clients, but incremental buyers will have to pay the market price, which is expected to go up sharply," Mr. Bauman said, citing officials in the industry.

Meanwhile, it was announced that Venezuela is a key supplier of petroleum to the U.S. could be producing oil on a commercial scale from its continental platform within 36 months. Sr. Juan Jose Navarrete, Vice President of Petroleo (CVP), said the company's offshore activities, scheduled to start next week, call for a production test in the Golfo de la Vela, off Venezuela's north-western coast. He said that the efforts there could lead to commercial output within two to three years.

Reuters adds from Tokyo: Mexico will not follow any decision by OPEC to stop oil exports for political reasons. Sr. Jose Lopez Portillo the Mexican President told a press conference in Tokyo.

Mexico, which is not an OPEC member, will abide by its contracts to supply oil to foreign countries in the event of an embargo by the Organisation, he said.

## OVERSEAS NEWS

### SECOND RAID ON ZAMBIA

# Rhodesia bombs ZAPU camp

BY MICHAEL HOLMAN

LUSAKA, Nov. 2.

RHODESIAN AIRCRAFT today bombed a Zimbabwe African People's Union (ZAPU) camp six miles west of Lusaka in their second raid in the area of the Zambian capital within two weeks.

A Government spokesman said the Rhodesian air force "again bombed a refugee camp for children from Zimbabwe" and promised further details later. However, first unofficial reports speak of over 100 unidentified men receiving treatment at Lusaka Hospital, with no evidence so far that children are among the wounded.

The attack, involving between two and four jets, according to eyewitness accounts, began shortly after two o'clock, and left thick columns of smoke. Thousands of city workers began lining the route in expectation of casualties, and police closed the road to civilian traffic.

The diplomatic consequences may be as devastating as any loss of lives. Despite the earlier raids there were signs that some Zambian Government officials were prepared to advise Mr. Joshua Nkomo, the ZAPU leader, to attend all-party talks on Rhodesia on the basis of the modified Anglo-American terms.

Today's attack is likely to lead to a repeat of the guerrilla leader's bitter denunciation of Mr. Ian Smith, the Rhodesian Prime Minister, and a renewed rejection of an all-party conference. For President Kenneth Kaunda of Zambia the raid underlines his admission that Zambia is virtually defenceless in the face of the Rhodesian armed forces. Mr. Nkomo is believed to have arrived back in Lusaka today from Budapest.

Last week the first consignment of British military aid to Zambia began arriving. It includes Tiger Cat ground-to-air missiles, anti-aircraft guns and small arms. Informed sources said that the equipment — provided on condition that it was used solely for defence and around Zambian towns — had not yet been installed.

There are two camps for refugee Rhodesian children in the area, known as J. Z. Moyu and Victory Camps, the former holding some 11,000 school-age boys, and the latter half as many girls. But a Red Cross official who visited the camps today after the raids said they had not been attacked. Diplomatic sources believe that there may be a ZAPU military installation in the area and do not rule out the possibility that it was the guerrilla's military headquarters.

● Tony Hawkins adds from Salisbury: Rhodesian Combined Operations Headquarters announced that the airstrike had been against a "newly-identified" guerrilla target. "The attack was carefully planned to ensure that a minimum threat was posed to Zambian life or property and was carried out with pinpoint accuracy," the official communique said.

Mr. Smith said at the weekend that Rhodesia would continue to attack guerrilla camps inside Zambia, despite adverse international reaction to last month's raids and despite the British airlift of arms to Zambia. Combined operations said that in the past 24 hours, 34 blacks had died in the guerrilla war inside Rhodesia. Rhodesian forces had killed 17 guerrillas, 13 guerrilla collaborators, a guerrilla recruit and a cattle rustler. Seven black civilians had died in crossfire and guerrillas had murdered 15 black civilians.

● Martin Dickson adds: In London, Dr. David Owen, the British Foreign Secretary, told Parliament that the military aid Britain is providing for Zambia will cost the UK about £10m. He also disclosed that Britain is providing Zambia with £20m as an advance payment for copper purchases which are expected to be shipped to the UK in 1980. The money is designed to help Zambia with its grave foreign exchange difficulties and is, in effect, an interest-free loan.

Meanwhile, the Commonwealth's Southern Africa Committee has decided to ask Britain, the U.S. France, Iran and other interested Governments to demand guarantees from South Africa that it will supply no further oil to Rhodesia. If no guarantees were forthcoming, an attempt should be made to impose oil sanctions on South Africa, the committee said.



### South Africa to emphasise growth

PRETORIA, Nov. 2.

MR. OWEN HORWOOD, South Africa's Finance Minister, said today that the Government is examining the question of taking further action to stimulate the economy.

He said the views of the various chambers of commerce were being studied. If reappraisal indicated that further measures were necessary, the Government would not hesitate to take them.

Mr. Horwood declined to discuss what measures he might consider, but he said that for the first time in three years the economy was undoubtedly in a better phase. "We will now be able to put more emphasis on growth. As things stood and in inflation, 'We can now carrying regard for the need to maintain a sound balance of payments and a further reduction fairly long forward to a better growth rate'."

Mr. Horwood also said the time had come for round-table talks to reappraise the role of gold within the international Monetary Fund's new articles. He had put the idea to various people in Europe and, because of the interest expressed, he intended to pursue the matter.

● The Phillips Petroleum Group drilling off Ghana has encountered oil and gas at its South Tano I-X well, 20 miles from the coast. An official in London said future plans awaited fuell analysis of test results. Reuters

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## INVASION OF TANZANIA

# Internal troubles drive Amin to war

BY MARTIN DICKSON, AFRICA CORRESPONDENT

UGANDA between soldiers loyal to Amin and dissident troops. What provoked it remains unclear. According to one version, the Commander of the Simba battalion, based at Mbarara, may have started fighting other troops in the battalion when he suspected he was going to be relieved of his command. According to another version, Nubian troops of the battalion may have revolted because of their loyalty to Vice-President Mustafa Adrisi, who appeared to fall out with Amin earlier this year and was injured in a mysterious car accident.

What ever the cause of the fighting—and it may well have been a pre-emptive strike by Amin against dissidents, rather than a spontaneous rising—soldiers loyal to the President have now carried mopping-up operations across into an area of Tanzania where many Ugandan exiles live. Amin seems to be using the invasion both to hit them and to warn the Tanzanian Government against supporting groups aiming to overthrow Amin.

All this is taking place against a background of substantial Ugandan economic problems, many of them concerning coffee, which provides some 90 per cent of foreign exchange earnings. The world boom in coffee prices after the 1975 Brazilian frost gave Uganda two years of high profits. These have now come to an end, as the price of robusta coffee has fallen from a peak of \$4,232 a ton early last year on the London futures market to \$1,424 now.

Even at this lower price, the returns to the Kampala Government are reasonable—not least because the prices the Government pays peasant producers remain low—but President Amin does have far less foreign exchange with which to keep the dreadfully run-down Ugandan economy ticking over, and to keep his soldiers happy and loyal.

Furthermore, Uganda has been having major difficulties in exporting its coffee. President Amin has accused the Kenyans of making it difficult for Uganda to move the crop along its traditional export route to Mombasa, a charge denied by Kenya. However, the Kenyans' insistence on advance payment for using its railways and Uganda's shortage of foreign exchange have reduced the flow of coffee to Mombasa.

For some time, Uganda was shifting much of its coffee to Djibouti, but this seems to have stopped in August or September, apparently because the Kampala Government was not paying its fuel bills.

## Ugandan troops dug in

BY OUR OWN CORRESPONDENT

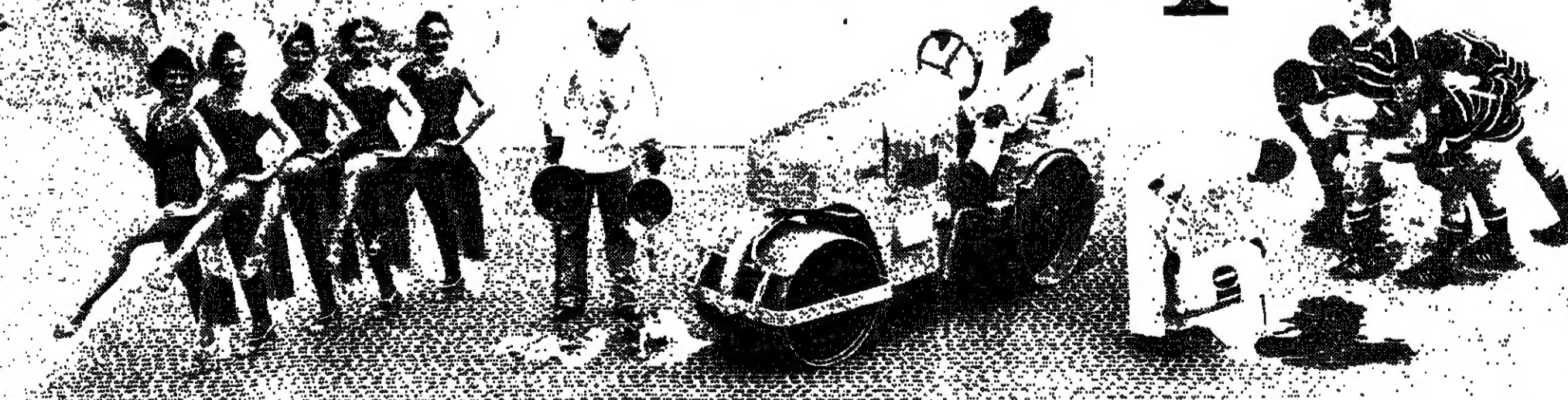
NAIROBI, Nov. 2.

NEARLY 3,000 Ugandan troops are dug in along the line of the Avera river, west of Lake Victoria, as Tanzania continues to mobilise its forces, apparently in preparation for a military push aimed at dislodging the Ugandans from the 710 square miles of Tanzanian territory they now occupy.

Uganda announced last night it had annexed the salient west of Lake Victoria, to which it has a long-standing claim, in an operation which it reported took only 25 minutes.

Uganda has long taken the view that the line of the Kagera river is a natural border between the two states, and says the inhabitants of the 710 square miles (estimated at about 2,000 small farmers and fishermen) are now subjects of the Conqueror of the British Empire—the little President Amin assumed last year when the last British diplomats in Uganda were withdrawn.

# Want to see a great trick with a carpet?



6.00 p.m. A group of dancing girls can give Flotex more pavement in five minutes than office staff give it in months.

Alphonse cooked up one au vin and fried potatoes to try on Flotex. That's the treatment it gets in restaurants.

Budde O'Malley and his roadroller giving Flotex the same kind of treatment it has to stand up to in warehouses.

Jim thought oil would never come off Flotex. A lot of car showmen owners could put him right.

These chaps came off the pitch into Flotex. That's like scores of customers coming off a wet street into a shop.

6.37 p.m. Mrs Wilkinson, cleaner, had no trouble getting the Flotex back into spotless condition with her contract cleaning equipment.

Flotex is the perfect floor covering for a huge variety of contract applications, especially in places where you'd never dream of putting ordinary carpet.

It's already been highly successful in hospitals, offices, shops, car showrooms and even warehouses.

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## OVERSEAS NEWS

## Arab leaders expected to delay action against Sadat

BY ROGER MATTHEWS

BAGHDAD, Nov. 2

THE SUMMIT meeting of Arab heads of state tonight is almost certain to postpone any decision on action against President Anwar Sadat of Egypt. Despite fairly general agreement that the Camp David agreements signed in September by Egypt, Israel and the U.S. are not a satisfactory basis for a comprehensive peace, the preparatory three-day meeting of Foreign Ministers, which ended this morning, was unable to make firm policy recommendations for the leaders.

There have also been difficulties over the size and method of contributing to a massive aid programme for the front-line Arab states. Iraq, which has been playing an uncharacteristically moderate role in recognition of its position as host nation, suggested a figure of around \$800m, although that would include a substantial amount to help Egypt not to sign a separate peace agreement.

However, some support for Syria, Jordan, the Palestine Liberation Organisation (PLO) and, to a lesser extent, Iraq, will probably be accepted by the heads of state. They are also expected to endorse a financial programme to assist in reconstruction in Lebanon.

Another vital point for the final communiqué will be a statement reaffirming the decision taken at the 1974 Arab summit in Rabat to recognise the PLO as the sole legitimate representative of the Palestinian people. This, while of some political significance after Camp David, falls far short of PLO demands. Of nearly equal importance will be the meetings that will take place, outside the formal summit, between Mr Yasser Arafat, the chairman of the PLO, and King Hussein of Jordan, about the conditions for bargaining on behalf of the Palestinians living on the West Bank and the Golan Strip. The U.S. has been strongly urging King Hussein to take part in the Camp David process.

Isam Hifazi adds from Beirut: Abdel-Halim Khaddam, Syria's Vice-Premier and Foreign Minister, has warned that Syria and other Arab states will enter a defence alliance with the Soviet Union if the summit fails to deter Egypt from concluding a separate peace treaty with Israel.

Mr Khaddam was reported to have issued his warning when argument heated up between moderates, led by Saudi Arabia, and Arabs insisting on strong action against both the Camp David agreements and President Sadat.

According to accounts published here of the deliberations, Mr Farouk Kaddumi, the head of the PLO delegation, told Saudi Foreign Minister Prince Saud Al-Faisal: "If no effective Arab stand is taken now against the Camp David accords, Israel will not stop until it reaches Mecca and the Saudi oilfields."

Prince Saud replied: "Mecca is protected by Allah, and the oilfields are defended by our soldiers."

Mr Kaddumi remarked: "The same thing was once said about Jerusalem."

## Vance-Begin talks on vital issues

BY DAVID BUCHAN

WASHINGTON, Nov. 2

THE VEXED ISSUE of Israeli settlements on the West Bank of the Jordan and an Israeli request for the U.S. to pay a major proportion of the cost of withdrawing from Sinai, are expected to figure prominently in talks in New York today between Mr Cyrus Vance, the U.S. Secretary of State, and Mr Menachem Begin, the Israeli Prime Minister.

Mr Moshe Dayan, Israel's Foreign Minister, yesterday billed the meeting as important because his negotiating team in the peace treaty talks with Egypt had reached the limit of its mandate, and several of the remaining points at issue could only be resolved by the Prime Minister.

The final issue is to find an agreed way of linking the proposed Egyptian-Israeli peace treaty with progress towards a wider Middle East settlement that includes autonomy for West Bank Palestinians. President Anwar Sadat of Egypt needs such a link to prevent his total diplomatic isolation from his fellow Arab Heads of State who are meeting in Baghdad today.

Israel is reported to be asking the U.S. for up to \$4.5bn to meet the cost of pulling its forces out of Sinai, redeploying them, and resettling Israelis established there since 1967.

The U.S. has, in addition, agreed to help Israel, both financially and technically, to build two new air bases in the Negev to compensate for those it would abandon in Sinai.

While some U.S. officials privately regard such a request as excessive, the Administration is not expected to quibble about money with Israel. If all the other diplomatic snags can be sorted out, the Carter Administration has already shown it is willing to spend substantial sums in furtherance of a Middle East settlement with large amounts in this year's Foreign Aid Bill going to Egypt, Israel, and even to Syria.

## WORLD TRADE NEWS

## Chinese agree on steel terms with Brazil

By Diana Smith

RIO DE JANEIRO, Nov. 2

CHINA has agreed to buy at least 1.5m tonnes of steel at a value of \$800m from Brazil, the first of a five-year term set in the memorandum of intent signed on Wednesday by the Chinese Metal and Mineral Corporation and Brazil's Siderhulsa state steel agency, and consider the Brazilian state council for steel and non-ferrous metals.

The first shipment will be made in early 1979. A total of 500,000 tonnes of semi-finished steel products, heavy and medium sections, tubes, wires and special steel will be shipped to China next year by either sea-rail or privately-owned Brazilian steel companies.

Brazil faces heavy competition from Japan and Western Europe, who are likely to supply the bulk of China's needs. During the three and a half week that the Chinese Metal and Mineral Corporation mission has been in Brazil visiting steel works and installations, Brazilian steel producers have sought to persuade the visitors that local steel products can hold their own in quality, variety and delivery dates.

Yesterday's memorandum of agreement is considered an excellent start to a new relationship, since it leaves room for further deals above and beyond the initial 1.5m tonnes. The Brazilians also hope to sell up to 15m tonnes of iron ore to China on a long-term contract.

## Australia may provide farm equipment

By John Hoffmann

PERKING, Nov. 2

CHINA HAS issued a strong signal that it will look to Australia for much of the equipment and technology needed for its agricultural modernisation programme.

Officials in Peking yesterday said the Australian Deputy Prime Minister, Mr Doug Anthony, had been interested in Australia's capacity to produce machinery similar to that now on show at China's first international agricultural equipment exhibition.

China's basic agricultural plan is to increase food grain production from a present level of 260m tonnes a year to 300m tonnes by 1985.

A little more than 10 per cent of China's land is well watered and under intensive cultivation.

## S. African phones order for France and Germany

BY QUENTIN PEEL

JOHANNESBURG, Nov. 2

SOUTH AFRICA has committed itself to a fully electronic telephone system, which will be supplied by CIT-Alcatel of France and Siemens of West Germany.

A contract is expected to be signed shortly, after almost a year's delay caused by South African fears of potential boycotts affecting supply of the equipment.

Although no value has been put on the contracts, the South African Post Office is expected to spend up to R20m (£1.7bn) on switching equipment over the next 15 years, and up to R40m on all capital equipment in the next 10 years.

The decision to adopt CIT-Alcatel's E10 system, as well as Siemens' EWS-D system, follows the decision to abandon an order for Siemens electro-mechanical CP4 switching system, originally made in 1975.

The decision was announced by Mr F. W. de Klerk, the Minister of Posts and Telecommunications, on his return from a tour of European manufacturers.

Commitment to the French and German systems was dependent on an agreement to manufacture all the necessary equipment in South Africa, as a protection against sanctions, and this appears to have been reached.

It is understood that production will be divided between the equipment manufacturing companies already operating in South Africa, including Siemens itself, Fulcon Africa, CIT-Alcatel's subsidiary, and Telephone Manufacturers of South Africa (TEMSA), jointly owned by Plessey and GEC.

The first exchanges to be equipped with the new equipment will come into operation in the latter part of 1980. The Post Office has announced, and orders will be placed soon.

Senior Post Office officials confirmed today that sufficient guarantees over supplies had been given by the manufacturers to enable the orders to go ahead. They have also reached agreement on involving the other local manufacturers in the overhaul of the existing system.

Although local manufacturing will not be possible for the entire system immediately, this will be built up "in pace with the establishment of the electronics industry in South Africa"—seen as a vital strategic requirement by

## Laing in Egyptian contract

Financial Times Reporter

JOHN LAING International has been awarded a £12.5m contract by the Arab Organisation for Industrialisation to build helicopter production plant at Helwan, about 15 miles south of Cairo.

Work on the plant, which will manufacture the British Wesland Lynx helicopter under licence, will start immediately and is due for completion by May 1980. The consultant engineers for the project are Parsons Brown of Bristol.

## Davy in U.S.

The U.S. subsidiary of Davy Powergas, the UK process plant builder, has been appointed general contractor for a \$140m (280m) chemical plant, planned by Occidental Chemical Corporation, northern Florida. Kevin Donohue, Our Energy Correspondent writes.

Occidental Chemical is involved in a major expansion of its superphosphate acid plant near White Springs, Florida, part of the build-up to a large export of phosphates to the U.S. The deal is expected to be made over a period of 20 years in exchange for purchases by Occidental of ammonia, urea and potash for Western fertiliser markets. Davy Powergas in U.S. has been responsible for design, procurement and construction work on the second phase—costing \$140m—of the project, which due for completion in late 1977.

## Nuclear deals still on, says KWU

BY JONATHAN CARR

MUELHEIM, Ruhr, Nov. 2

KRAFTWERK UNION (KWU), new nuclear power station West Germany's leading power construction company, Dr Klaus Barthelt, the executive chairman, made clear at a Press conference that work on four nuclear plants in Iran has given up hope of firm orders for four nuclear plants being constructed by KWU near the Iranian port of Bushhr, proceeding well.

The company still firmly expected contracts to be signed, albeit later than at first hoped for the four nuclear plants of 1,200 MW each on which letters of intent were signed with Iran last November. Should this not be so, Dr Barthelt said, then unpleasant consequences, which he failed to define, were inevitable. KWU employs about 14,000 people—none of them currently on short time.

The value of the Iranian deal has been estimated at some DM 18bn (£5.25bn) in all—and the West German Government has said it would put up the necessary export guarantees to cover delivery. But recently some doubts have been expressed about whether the deal would go ahead at all in view of the current unrest in Iran.

KWU now has a total of DM 20bn in orders on its books achieved sales in the year ending September 30 of DM 5bn in sum which, however, includes more than DM 1bn paid by AEG-Telefunken in connection with its relinquishing a half-share in KWU. No earnings figure has so far been given.

No less than DM 22bn of the orders in hand are for nuclear power stations—and of that sum DM 7.5bn worth of work is blocked in West Germany because of court orders, legal delays, protests by environmentalists and the like.

## UK aerospace export

The UK aerospace industry had a balance of payments surplus of over £270m for the first nine months of this year, with exports of nearly £943.5m well above imports of £672.8m, Michael Dougan writes.

Figures from the Society of British Aerospace Companies show that aero engines are no longer contributing strongly to the export performance. For the first nine months, total shipments amounted to nearly £250m, of which exports accounted for over £150m, the rest being refurbished engines and the sale of parts.

## Malaysian cement

Malaysian Government approval has been given for a \$25m expansion of the Batu Tiga works in Selangor of Associated Pan Malaysia Cement in which Blue Circle Industries and subsidiary, Malaysian Cement Berhad, has a 50 per cent interest. The new plant which will produce 1.2m tonnes of extra capacity is expected to come on stream in late 1980.

Supply and erection of machinery will be undertaken by Ishikawajima-Harima Heavy Industries.

## THE CRISIS IN IRAN

## Oil cuts hit troubled market

BY KEVIN DONE, ENERGY CORRESPONDENT

THE SERIOUS cut-back in Iranian oil production, caused by the strike of oilfield workers, has hit world supplies at a difficult time.

There has been a glut of oil due to the sluggishness of the world economy and rising production from major new oil provinces such as the North Sea and Alaska.

But in recent weeks the picture has altered. Supplies, particularly of lighter crudes, have begun to tighten and prices have started to rise even without the cut-back of Iranian production. Demand has picked up especially in North America, Europe and Japan partly because of countries stockpiling for the winter, but also in case OPEC countries set higher prices when they meet in Abu Dhabi next month.

With the steady fall in the value of the U.S. dollar—the world oil trading currency—OPEC countries have seen a dramatic drop in the real value of their oil revenues since the last rise two years ago. A price increase of 5 to 10 per cent is likely to be agreed when the OPEC oil ministers meet on December 18.

Whether the crisis in Iran has any serious impact on world supplies will depend on how soon the oilfield workers return to work. It appears to be accepted by the oil industry that the armed forces, which have taken over the oilfields, lack the expertise to keep up levels of production on their own.

If production levels stay down, the impact could be enormous, for Iran plays a major role in the supply of oil to most important consuming countries. It is the world's fourth largest producer of oil after the USSR, the U.S. and Saudi Arabia, but it is second only to Saudi Arabia among the world's oil exporters.

Iran accounts for just under 10 per cent of the world's total oil production and this year has been producing at an average rate of 5.7m barrels per day. Given the stagnant level of world demand its production has remained well below its capacity of some 6.9m barrels a day. But Iran's production was increasing before the strike at around 5.2m barrels a day, the first eight months of the year than in the same period of 1977.

It has been rising when other major OPEC producers, notably Saudi Arabia, have been cutting production to cope with the temporary glut of oil supplies. Total OPEC output for the eight months from January to August was still 7 per cent (nearly 2.2m barrels a day) lower than in the same period last year.

The latest information from Iran indicates that production is still continuing at a level of about 1.5m barrels a day. A number of tankers are still loading at the Kharg Island terminal in the Gulf and exports have apparently been leaving the country at a rate slightly under 1m barrels a day. But the still reported a sudden loss in world oil supplies of nearly three-quarters of Iranian production.

What are the results of the shortfall in production likely to be and how quickly will it be made good? It is unlikely around the world, but its biggest customers are the U.S., Japan and Western Europe. U.S. imports of Iranian crude totalled nearly 40m tonnes last year and have stayed at the same level for most of 1978. Japan buys about the same quantity, but unlike the U.S. it is unable to meet any domestic demand from its own resources and is therefore more vulnerable.

In Western Europe, West Germany is the biggest buyer of Iranian crude with purchases last year of 15.7m tonnes. Most of the world's oil companies depend to a significant extent on Iranian supplies. For instance just over 18 per cent of the UK's crude oil imports, worth £751.4m, came from Iran last year. Saudi Arabia is the main supplier after Saudi Arabia, which accounted for 26 per cent of imports.

In the UK, supplies from the North Sea are rapidly replacing

imports, but the country is unlikely to be self-sufficient before 1980. In September production from the UK sector of the North Sea was only 1.08m barrels a day which means that present domestic production is meeting only about half of UK needs.

But certain other countries would feel a pronounced cut-back in Iranian oil supplies far more sharply. Iran has arranged several state-to-state supply deals to circumvent the marketing power of the multinational oil companies, with the result that countries such as South Africa and Israel are far more dependent on Iranian supplies than most other consuming nations.

Iran is South Africa's major crude oil supplier and Iran in turn has an important stake in one of South Africa's most modern refineries.

South Africa has been building a strategic reserve of oil in case of oil sanctions. These stocks could keep the country supplied for some time if the need arose. But it is unlikely South Africa would be willing to draw on the reserve supplies except in a period of real emergency.

The cut in Iranian production will first be felt in the supply chains operated by the major international oil companies. The bulk of production comes from fields operated by the consortium of Iranian oil participants companies, which are led by British Petroleum with 40 per cent and Shell with 14 per cent. The consortium also includes the other major companies, Exxon, Chevron, Mobil, Texaco and Gulf, as well as Compagnie Française des Pétroles (Total) and a number of smaller independent U.S. oil companies, such as Arco and Getty.

Exploration efforts by the National Iranian Oil Company, sometimes in joint ventures with other overseas oil companies, in areas outside the consortium's operating region have not met with conspicuous success. The

result is that all but 1700,000 barrels a day of Iran's average daily production of 5.7m barrels is produced by the consortium.

Iran has been unhappy for many months with the last agreement reached with the consortium in 1973 and negotiations have been going on in desultory fashion for all of this year. Up to September there had been six meetings in Tehran since the end of 1977 between the consortium and NIOC but without any agreement being reached.

The Royal Dutch/Shell group moves to 10 per cent of its crude supplies from Iran, but immediate impact is expected because orders are placed several weeks in advance and much of the oil for immediate needs is already in transit from the Gulf. It would be about six weeks before the strike made itself felt in the supply chain, said Shell. It had not yet reached the point of taking compensating action for the loss of Iranian supplies.

Prices can be expected to rise much faster, however, as traders anticipate a sharp rise in oil prices developing ahead of the event. As one purchaser of Iranian crude remarked yesterday: "If it is prolonged we have a situation equivalent in the 1973-74 Arab oil embargo."

Most of the OPEC countries have been producing well below capacity. Saudi Arabia still has some capacity for lighter crudes, which are similar to Iranian light oils. But the Saudi government has not been keen to turn the taps on fully and earlier this year it restricted production of Arab light to 85 per cent of the total. This had already helped to tighten supplies of light crudes before the Iranian cut-back.

Late last year Saudi Arabia also set a total production ceiling of 8.5m barrels a day, but before eliminating the oil field in the early part of the year production was below this level so it could be stepped up now to nearer 10m barrels a day if it chose.

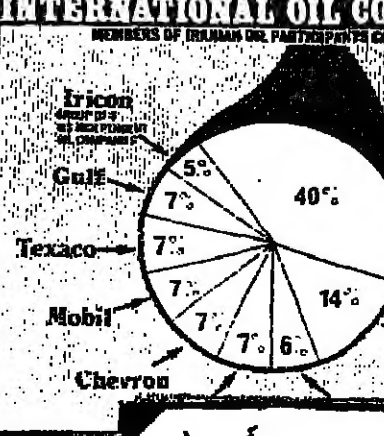
## IRAN'S POSITION IN WORLD OIL SUPPLIES

	Production % of 1977	Total	% change 1976
Iran	5.705	8.3	-3.9
Saudi Arabia	9.235	15.0	-7.9
Iraq	2.250	3.6	-1.6
Kuwait	1.785	2.9	-8.9
Abu Dhabi	1.665	2.6	-4.2
Venezuela	2.315	3.9	-2.8
US*	9.830	15.3	-0.9
UK	780	1.2	-229.1
USSR	11.045	17.8	-4.8
OPEC	31.525	51.2	-1.5
World	62.160	100	-3.6

## IRANIAN CRUDE OIL EXPORTS

	1977	1978	1979
US	21.8	39.8	25.2
Japan	20.6	40.5	46.2
West Germany	8.4	15.7	19.2
Italy	6.8	14.5	14.5
Netherlands	6.4	13.5	17.7
UK	5.7	14.2	22.7
France	4.9	9.4	14.6
EEC	33.6	70.6	91.7
OECD	81.3	181.0	298.2
Total	123.4	253.0	311.8

## IRAN AND THE INTERNATIONAL OIL COMPANIES



## IRANIAN SHARE OF WORLD OIL RESERVES

	1977	1978	1979
Iran	62.0	32.4	32.4
Saudi Arabia	150.0	29.5	29.5
USSR	75.0	25.0	25.0
Kuwait	67.0	20.0	20.0
Iraq	34.5	19.0	19.0
World	645.8	311.8	311.8

## CONSORTIUM SHARE OF IRANIAN PRODUCTION AND EXPORTS

	1977	1978	1979
Production	5.7	5.0	5.0
Exports	5.7	5.1	5.1
1977	5.7	5.1	5.1
1978	5.7	5.1	5.1
1979	5.7	5.1	5.1

## S. Africa keeps its stockpile

By John Stewart

CAPE TOWN, Nov. 2. JOINT CONTINGENCY plan of the South African Government and the country's five major crude oil refinery operators were set in motion yesterday as Mr. Chris Heunis, the Minister of Economic Affairs, warned of dire consequences if South Africa, in the event of interruption of Iranian oil supplies.

South Africa is almost totally dependent on Iranian crude, but with its huge stockpile (40m tons by various estimates) is probably better placed than most western consuming nations to meet the present crisis. It is less secure in the long term, however, because many producing nations have placed embargoes on supplies of oil.

Because South Africa is relatively short-haul oil destination from the Gulf, refinery operators probably carry 60-80 days' stocks, with Government insisting that stocks be topped up constantly. In discussion with the oil majors, Mr. Heunis has stressed that the Government's strategic stockpile must remain intact, at all costs, as it cannot be used to bridge short-term supply difficulties.

L. Daniel writes from Tel Aviv: The policy adopted by Israel in recent years of diversifying its sources of crude oil supplies is now paying off. According to foreign sources, Israel has been importing Iranian crude for two decades but over the past two years has bought substantial quantities of oil from Mexico and other countries.

The possibility of obtaining North Sea crude was discussed during the visit here last week of a Norwegian trade delegation. In addition, Israel has been buying 20,000 barrels a day from the Alma Field off A-Tur on the eastern shore of the Gulf of Suez. This represents some 10 per cent of total oil requirements of 8m tonnes.

The Alma Field is to be returned to Egypt under the proposed peace treaty, but the Israelis are anxious to know that they are willing to sell oil from the field and possibly also from Abu Rudels.

Charles Smith writes from Tokyo: Japan's oil supplies could be reduced by up to 5 per cent during the fourth quarter of 1978 as a result of the Iranian strikes, according to unofficial forecasts. This would correspond to about half the oil normally imported from Iran—and caused 10 per cent of imports under normal circumstances.

## Shah's troubles may lead to OPEC price increase

CUTBACKS in Iranian crude supplies on the world market, for even a short time, are likely to have a significant impact on the OPEC meeting in Abu Dhabi in December. Iran's oil revenues need to increase to meet soaring Government expenditure has been increased by the pay rises the Government has offered to try to end the wave of strikes in Iran. Last year, Iran's oil revenues totalled \$20.7bn. But it is questionable whether a rise of even 10 per cent in oil prices would more than partially alleviate Iran's financial troubles.

At OPEC's ordinary meeting in Caracas at the end of last year, Saudi Arabia and Iran stood together as moderates to quash demands by the "hawks" wanting to increase

the oil price to compensate for the decline in the dollar's value. Then, Iran's main consideration was the Shah's desire not to offend the U.S. But Iran's attitude may be complicated by the need to express militant attitudes for the benefit of home consumption, while privately assuring the U.S. that it is not rejoicing the "hawks". Ironically, the seriousness of

the crisis in Iran may give its demands for a price increase added force. Saudi Arabia, and the smaller, conservative producers, are dismayed by the violence on the other side of the Gulf, and appreciate the Shah's need to increase revenues. However, Saudi Arabia has opposed any drastic price increase, and because it is a pivotal producer, has a decisive influence on OPEC.



HOME NEWS

# 'Madness' to apply price control to loser companies

By JOHN ELLIOTT, INDUSTRIAL EDITOR

LEADERS OF the Confederation of British Industry last night saw TUC policy shortly before he said that the price commission should not be given powers to set prices for losers. The TUC conference, which is held in Brighton on Monday and Tuesday and debates pay policy.

They told Mr. Denis Healey, Chancellor, that it was "madness" to believe that price controls should be applied to loss-making companies.

The call came after a speech made by Mr. Charles Williams, chairman of the commission, on Wednesday in which he referred to British Rail price cuts as a "test case" for the price commission. Williams also urged that the Government should seek to pay "any firm that is making a loss" effectively to be paid until it comes back into profit.

The commission's leaders were meeting Mr. Healey yesterday for the latest in their series of talks on the future of pay and

# Unions call for £2.3m to save Singer jobs

By RAY PERMAN, SCOTTISH CORRESPONDENT

UNIONS HAVE asked Singer from which to develop and launch new machines, capable of winning back the share of the market lost by Singer in recent years.

Mr. Hugh Swan, deputy convenor, said that the unions were not very enthusiastic at what the report had said. It still meant the loss of 1,800 jobs—but it was hoped this could be achieved without redundancies by early retirement and natural wastage.

If the company would not make the extra investment needed, the unions would approach the Government. The Scottish Development Agency is making its own evaluation of the report.

"We think £2.3m is a small price to pay these days for the saving of 1,800 jobs and the retention of a factory in the west of Scotland," said Mr. Swan.

# Detergent prices can be raised by 5.5%

By David Churchill, Consumer Affairs Correspondent

THE PRICE COMMISSION gave the go-ahead yesterday to Procter and Gamble to raise prices for a range of soaps and detergents by 5.5 per cent. The company has agreed to raise its prices until July 17 next year unless there is an unexpected and substantial increase in costs.

Producers affected are Tide Day, Fairy Snow, Fairy Liquid, Plac, Fairy Toilet Soap and other soaps and detergents.

The Commission's report speaks of a widespread practice in the industry of retailers offering temporary price reductions on the manufacturers' recommended price.

Last month Mr. Roy Hattersley, the Prices Secretary, promised legislation to control widespread use of misleading bargain offers.

# Ladbroke sells shell of penthouse flat for £800,000

By JOHN BRENNAN, PROPERTY CORRESPONDENT

LADBROKE GROUP has just sold the most expensive flat in London—the shell of an incomplete 4,300 square foot penthouse flat overlooking Hyde Park, which fetched £800,000 from a Middle Eastern buyer.

As the sale involves cash stage payments until building work is finished in July the sale price, plus interest on deposit money, means that Ladbroke has sold the empty flat for a new record price of £200 a square foot.

The six-bedroom penthouse, which will include staff rooms and an L-shaped swimming pool on an extensive roof terrace, forms the peak of Ladbroke's 61st Hyde Park Towers develop-

# Power Dynamics goes into receivership

By MARTIN TAYLOR

A RECEIVER was appointed yesterday at Power Dynamics, the Bradford-based hydraulic engineering machinery company in which the National Enterprise Board holds a one-third stake.

The company's auditors, Deloitte Haskins and Sells, reported to shareholders that information they had been given in respect of its 1976 and 1977 accounts appeared to contain "certain irregularities".

In these conditions, new money was necessary to get the company's accounts in order. The Enterprise Board and the company's bankers decided not

# Sime claims case for negligence

By JAMES BARTHOLOMEW AND WONG SULONG

SIME DARBY HOLDINGS yesterday claimed that its London solicitors had advised the group that it has a prima facie case against its auditors, Turquand, Youngs and Co. for negligence and breach of statutory duty with regard to the audit of the 1972 accounts and, possibly, earlier audits.

This damages allegation has brought to a climax the most bitter public row in recent years between a company and its auditors.

Sime confirmed yesterday that "certain directors" believed Turquand should have been sacked after the "Pinder affair". Most of the irregularities, according to Sime, took place before the end of the 1971-72 financial year. The view of these directors is that Turquand had taken too long to uncover what was going on.

The Singapore Society of Accountants is investigating Turquand's role in these years. Sime stated:

"Sime still denies that the 'Pinder affair' is the root cause of the sacking. It still asserts that the international coverage of Price Waterhouse is the reason. Unlike Price Waterhouse, Sime says Turquand has no offices in the Philippines, Indonesia, India, Japan or Korea

and has only one office in the U.S.

Sime strongly criticised Turquand's behaviour "since the sacking was announced."

"Turquand has challenged the board's good faith by imputing the sincerity of the recommendation to shareholders, in making this challenge, Turquand has launched a press campaign in which they have used confidential information and been less than candid."

Sime questioned whether Turquand was attempting to warn other boards thinking of giving them the sack that they risk involving themselves in "an acrimonious and unpleasant public debate."

Last night, Mr. Dennis Garrett, of Turquand, Youngs, said that the firm would be having further discussions with its legal advisers in the light of the Sime Darby statement. It would make a full reply, but because it had no advance notice of what Sime Darby was saying, this could not be till early next week.

"We did not receive a copy of the documents in London in advance of those delivered to the board. But we assume that the (Sime Darby) board, having disclosed its representation, will now send our representations to the shareholders."

# 'Unfair competition' hits State ports

By IAN HARGREAVES, SHIPPING CORRESPONDENT

THE PROFITABILITY of some State-owned ports is being undermined by competition from ports which benefit from publicly-financed subsidies.

Sir Humphrey Browne, chairman of the British Transport Docks Board, which runs one-third of British ports, said yesterday that unfair competition from certain ports was one of a number of factors which had checked the board's financial progress this year.

He was reporting a net pre-tax surplus of £8.8m for the first half of this year, compared with £8.7m in the same period last year.

The most serious blow had been industrial action at Southampton before the commissioning of the new South African services container berth. This had cost the board £2m and would keep Southampton in the red for the second successive year.

An increasingly troublesome factor was undercutting from Bristol and, to some extent, from the Port of London. This was having a serious impact on the board's ports at Cardiff and Newport.

Mr. Keith Stuart, the board's managing director, said that Bristol was offering new customers rates which were more than 20 per cent below those available elsewhere.

Sir Humphrey pledged that the Board would again be sticking closely to the letter of Government pay policy in negotiations with unions, which were just beginning.

With the shipping industry still in deep recession, future prospects were tight, but the board was stating its faith in the longer-term position of the industry by stepping up its capital investment programme.

# Second water chief goes

THE SOUTH-WEST Water Authority faces a similar but less severe water shortage than that of the great drought of 1976.

After handling the situation two years ago, Mr. George Gawthorn, the Authority chairman, resigned because of ill-health last year. Now Mr. Roy Slocombe, 54, managing director, is leaving at the end of January.

# Modern picture market shows improvement

THE MARKET for Impressionist and modern pictures is obviously improving. After Christie's success on Tuesday night in New York in holding its best sale in this area for years with less than 7 per cent unsold, Sotheby's followed it up on Wednesday with quite a good auction which totalled \$6,700,000. However, the bought-in percentage was a much higher 25, mainly because four big lots failed to find buyers.

The highest price was the \$360,000, just above forecast, paid for "Jeune femme regardant une estampe" by Renoir. Another Renoir "Jeunes femmes dans un paysage" realised \$290,000, as did three other lots.

"La Seme pres de Giverny" by Monet, "Nu couche" by Picasso, and "Le Pommier" by Matisse, also by Monet, went for \$250,000. "La Musique" realised \$240,000, and a Vlaminck, "Mont Valerien", fetched \$205,000.

Bonham's produced the highest total of the day in London—£125,570 for Continental pictures. An oil by Sidney Percy of Ulswater made £3,500, a view of Eton College by Richard Harraden sold for £4,300, and a

# SALEROOM

By ANTONY THORNCROFT

with a large service of table silver, made around 1850 by Viner, going for £2,000.

Four Louis Philippe tapestries of the seasons, in the Louis XV style, made £13,000 in a sale of Continental furniture at Christie's yesterday. They were bought by Alexander, the London dealer, in a sale which totalled £101,290.

A total of £45,117 was realised in the first day of Stanley Gibbons' two-day auction of all-world stamps. An unused 1913 61 stamp fetched £1,400 while an unused corner pair of 1847-80 2c brown stamps with a marginal inscription made £900.

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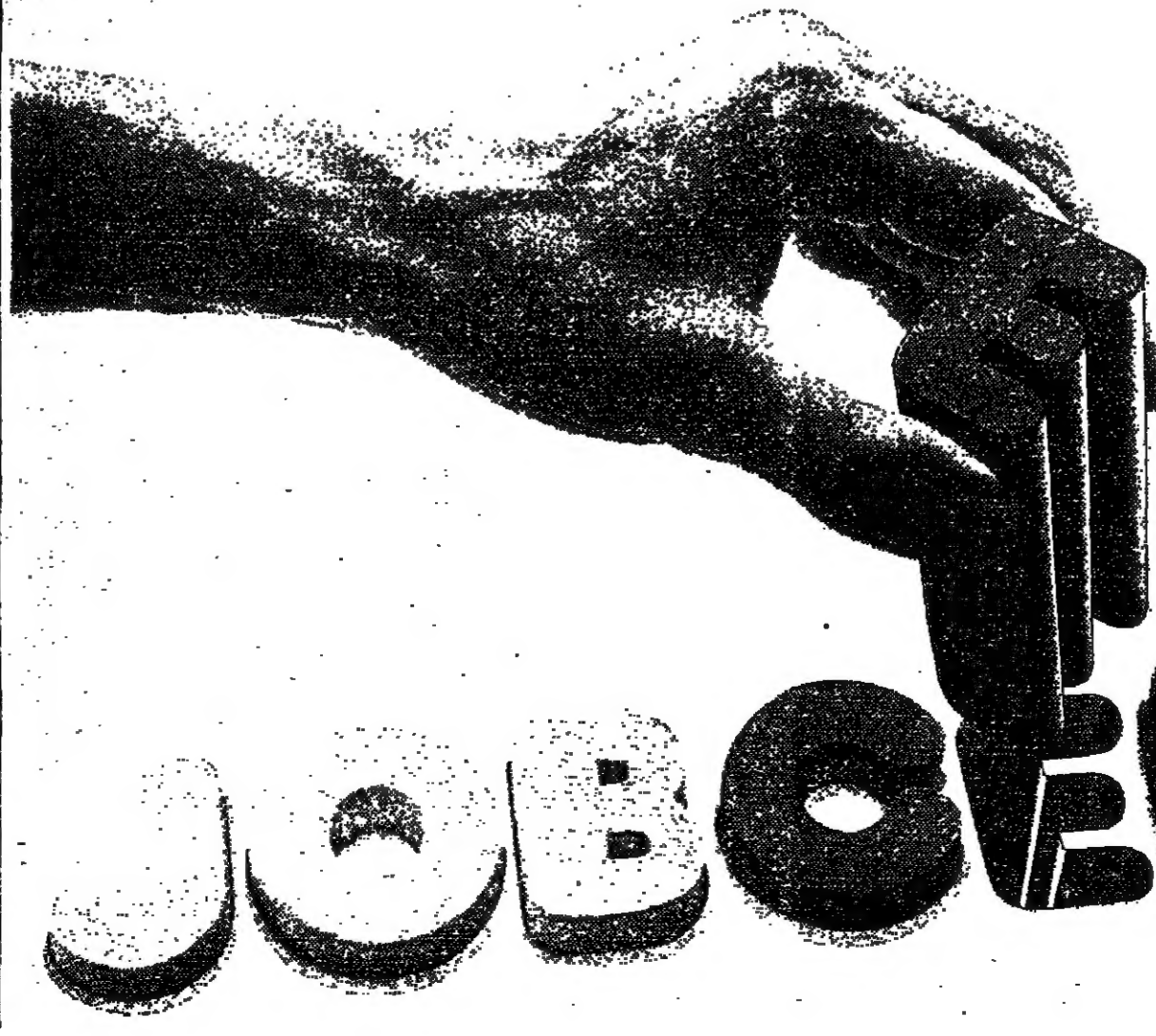
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# JOB CENTRE



## HOME NEWS

## Birmingham likely to be permanent Motor Show venue

BY KENNETH GOODING, MOTOR INDUSTRY CORRESPONDENT

BIRMINGHAM IS to become the permanent venue for the International Motor Show.

The Society of Motor Manufacturers and Traders, the organisers, hopes to negotiate a long-term contract with the National Exhibition Centre so that the show can return every two years "for the foreseeable future".

The contract is likely to include agreement on expansion of the exhibition space and other changes to permanent facilities so that this year's problems of long queues and overcrowded halls do not occur again.

Some 908,194 people had paid to see this year's show when it closed its doors last Sunday. There were 5,313 registered trade visitors from overseas and this was only a proportion of those who turned up but failed to register.

Sir Barrie Heath, the Society's president, said yesterday: "The myth that British or overseas visitors would only come to a show in London has been firmly laid to rest."

The show cost the Society more than £2m to stage, but it made a healthy profit. It is now considering, for the first time in its history, whether to make a token rebate to the 720 exhibitors.

This depends to some extent on the kind of financial commitment that the Society might have to make to get the necessary physical changes made at the site.

One of the exhibitors' problems at this year's show was that the crowds prevented trade buyers from seeing people they wanted to meet. Some commercial vehicle exhibitors have said that there should be a return to the previous system of

## Flexibility

Car displays—the biggest attraction for the public—will almost certainly be spread among additional halls in 1980. They will possibly be combined with the component and accessory stands.

The Society is also considering whether to have restricted trade days, or times of the day set aside for specialist sectors such as commercial vehicles or garage equipment.

It said that it was critical that the interests of all exhibitors and the public should be considered and "what may seem an ideal answer to one sector of the industry may be quite impractical for others."

Sir Barrie said: "The great thing is that we have the time, the Society committee structure, the crowds, the trade, the buyers from seeing people they wanted to meet. Some commercial vehicle exhibitors have said that there should be a return to the previous system of

## Paper industry seeks recruits in schools

FINANCIAL TIMES REPORTER

THE PAPER and paper products manufacturing industry yesterday launched a recruiting drive aimed at school leavers.

The move was described as the first co-ordinated effort between the Manpower Services Commission, an industrial training board and an industry federation.

The drive to attract recruits is being made at a time when the manufacturing industry is expanding very slowly, perhaps by 2 per cent this year.

The industry provides jobs for 200,000 people and feels that, in spite of the relatively high unemployment level, a new campaign is needed to attract the right sort of youngster.

The campaign was launched yesterday by Mr. Alex Jarrett, chairman and chief executive of Reed International. He said that, in spite of its large size, the industry was comparatively unknown in schools and homes as a worthwhile possibility for a career.

This was partly because of the generally unfavourable attitude of parents, schools and pupils to careers in manufacturing industries. They were often considered as second best for second class citizens.

"This is a contrast to attitudes in the U.S. and in much of Europe, where such jobs are highly prized and their holders are recognised as key people in society."

One of the reasons for youngsters' unwillingness to consider careers in industry was the poor and often unfair image of strikes and lack of job security or concern for the environment. Industries should combat these impressions by publicising the good things they were doing.

Calibre

"In spite of high unemployment, especially, and sadly among young people, we at Reed, for example, are still finding it difficult to attract into our business young people of good calibre—we are short of paper-making and engineering apprentices, laboratory technicians, designers and machine minders, for example," said Mr. Jarrett.

The industry careers campaign includes the supply of booklets and film presentations to organisations which can make use of them.

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## Metrication 'nettle' needs firm grasp

BY MAURICE SAMUELSON

LEGISLATION MAY be needed because of the "insufficient progress" towards metrication over the past 18 months, says the Metrication Board in its 1977-78 report, published yesterday.

Although metrication is an "established fact" in most of Britain's economy, the board says that progress over the past 18 months has been insufficient from the point of view of Britain's competitive strength in world markets.

"The choice we have is between completing the change to metric within the next few years or settling for an indefinite

period during which the inefficiencies and inconveniences of using the two systems side by side will grow.

"We believe it will be best to grasp this nettle firmly and to achieve the transition to metric in an orderly fashion."

The retail trade should gear itself for orderly change on a voluntary basis, with an agreed timetable for sales of weighed-out and measured goods.

Legislative obstacles to such a change, such as the requirement to give the unit price to certain goods only in imperial, should be removed.

If the voluntary approach

failed "urgent consideration" should be given to the need for legislation.

Speed limits and road signs should also be changed to metric, says the board.

Earlier this year, the Government was so afraid of alarming the public that it withdrew two orders that would have plugged the remaining non-metric gaps in the shops. They covered sales of hardware, fabrics and carpets, and of "weighed-out" foods such as fresh fruit, vegetables and meat.

Going Metric—Progress in 1977-78; SO, £1.25

## Higher short-term interest rates predicted in reviews

BY MICHAEL BLANDEN

HIGHER short-term interest rates in the UK are forecast by several City commentators in the latest batch of economic reviews.

Stockbrokers, Phillips and Drew, says that an early rise in short-term rates is likely to be needed including possibly an increase in minimum lending rate, to underpin the Government's commitment to maintaining monetary and exchange rate stability.

De Zoete and Bevan foresees a series of tighter monetary policies through the next year, and says "it is difficult to see short-term interest rates peaking before next summer."

In the UK and says that market sentiment has been adversely affected by serious uncertainties over U.S. interest rates, wage pressures, the proposed European Monetary System, and the cyclical pressures in the UK.

"The announcement of a firm and credible new monetary target in the near future could make a significant contribution towards strengthening financial confidence."

Mr. Ker examines the reasons for confusion in interpreting recent monetary statistics, arising both out of that choice of monetary aggregates and the base-date for calculating trends.

Monetary trends should also be reported on a three and six-month moving average basis as well as with reference to a fixed date.

Looking at recent experience, Mr. Kern adds that the narrow definitions of money stock have been growing too rapidly, though the broader measures have slowed down.

He suggests that the increase in sterling M3 could come out at 10.11 per cent during this financial year, within the present target range of 8-13 per cent.

Phillips and Drew, however, says that recent indications point to rapid monetary expansion.

## Definitions extra

He suggests that two money supply definitions—a very narrow one, retail M1, and a very wide one, sterling M3, should be used.

The narrow one would exclude interest-bearing sight deposits now included in M1, while the broad one would take in building society and savings deposits.

## Daily Star rolls off presses amid celebrations and negotiations

BY MAX WILKINSON

BRITAIN'S FIRST new national newspaper for 75 years—the Daily Star—rolled off the presses in Manchester yesterday in the accompaniment of great celebration and last-minute labour negotiations by Express Newspapers executives.

Throughout the North of England for the next three weeks television advertisements will be displaying the advantages of "Britain's boldest, brashiest, brightest newspaper," which is aiming for 1.25m readers. About half of the readers will have to be enticed from the rival Sun and Daily Mirror, which the Star unashamedly is imitating.

Even during the celebration dinner in Manchester on Wednesday night, trade union

leaders and managers were being called to the telephone to settle last-minute disputes about manning and distribution.

Only in the final hours before production was agreement reached with the National Graphical Association on staffing levels in the composing room. Talks on the final terms had lasted 17 hours.

However, as Mr. Victor Matthews, chairman of Express Newspapers, frequently predicted, nothing could stop the launch of the newspaper, which achieved its full print run of just under 1.4m copies.

After a hard night's celebration, the chief executive in true Express style drove to London to reach the Ritz Hotel in time for a champagne breakfast.

Mr. Matthews, still visibly glowing from the tumultuous welcome he received in his Manchester machine room, delivered a mild warning to his Fleet Street printers: "For the present, at least, they would not be involved in producing the Daily Star."

## Sun readers

"The management in Fleet Street is showing a more determined approach, and I am sure that the workforce will respond in kind."

"Of course they want as much money as possible but when they realise that there is no more money coming, I think they will respond—and there is no finer workforce anywhere."

The Star has been launched in a remarkably tight schedule only 12 weeks after its conception. Mr. Matthews apparently thought of the idea about the time that the Sun came back to the news stands after a lengthy industrial dispute.

It was then evident that the Daily Express—a family newspaper—could be sold on to the readers which it had picked up when the Sun was not being published.

So Mr. Matthews decided to



MR. VICTOR MATTHEWS

More determined approach

spend about an extra £100,000 in capital equipment to produce a newspaper largely from the spare plant and staff of Express Newspapers.

The 580 editorial staff of the Daily Express 18 months ago has been reduced to 380, largely by deployment in the new Star.

Manchester was chosen as the printing centre for three reasons: First, the labour problems are much less acute in Manchester than in London; second, the Express has considerable spare capacity there; and third, Manchester is a good base from which to attack the Sun in the North where it is comparatively weaker.

No one apparently expects the Daily Star to win awards for quality journalism. Indeed, Mr. Matthews says explicitly that that is not his intention. Its aim is to outshine the Sun as a bright, busy and bustling tabloid.

The first issue of the Star keeps general news comment and politics to a minimum and devotes almost all space to magazine-style topics, such as Jimmy Greaves' alcoholism and the vicar who paints what the newspaper coyly calls "life in the raw."

Its style has angered women's liberationists, and other minority groups who changed large numbers of posters in Manchester to "The Star is Porn."

## OBITUARY

## Sir Frederic Osborn

SIR FREDERIC OSBORN, who played a big role in spearheading the development of new towns in Britain, has died aged 83.

Sir Frederic was a close colleague of the Victorian visionary Sir Ebenezer Howard, whose concept of the garden city led to fundamental changes in the planning of industrialised urban societies.

He worked beside Sir Ebenezer in the development of the first garden city—a planned, industrial town with open spaces and a safeguarded green belt—aimed at replacing the slums of the industrial revolution—before the first world war, and moved with him to found Welwyn Garden City in 1919.

Sir Frederic was estates manager at Welwyn Garden City

between 1919 and 1936, leaving the second garden city company after an internal row and becoming a director of Murphy, Rudin which was based at Welwyn Garden City.

He remained a Murphy director until 1960, but devoted much of his energies to campaigning for his ideals.

From 1919 to 1934, he was secretary and chairman of the Town and Country Planning Association, formerly the Garden City Association, later becoming its president.

He served on the Government committee established in 1945 to plan the new towns strategy. He was also a member of the Association of Drop Forgers and Stampers, in Birmingham yesterday.

"Last year's statistics only showed a 1.8 per cent drop on

## UK attack on French fork truck design demands

By Lynton McLean

BRITAIN'S fork truck industry, backed by the Department of Trade, is to call on the French Government to withdraw plans for unilateral mandatory design standards for industrial trucks at an EEC meeting in Brussels next week.

The French standards were a serious non-tariff barrier to trade. Whitehall officials said yesterday. Britain could lose up to £5m-worth of fork truck exports to France each year unless the French adopted a more flexible approach.

All fork lift and other industrial trucks sold, exhibited or imported into France from December 2 will be subject to the new standards. This is certain to affect attendance at the international mechanical handling exhibition to Paris from December 5 to 13.

The French Government said that trucks which did not meet the standards might still be shown but they must carry a certificate saying so. The manufacturers had to submit by Monday proposals for modifications to meet the standards.

## Effective ban

The meeting of the EEC industrial truck working group on Thursday and Friday next week was called to find a way of tackling the French plans so that they do not jeopardise EEC moves to harmonise truck design standards.

The group wanted to publish a first draft European design standard by the end of the year to put into action by the mid-1980s. The French move, however, puts an effective ban on the sale of a range of trucks in France, and the end, for the time being, of hopes for a common standard.

The meeting will provide a forum for the first united protest against the French action by West Germany, Italy, Holland, Britain and other members of the EEC working group.

Britain's Department of Industry and the British Industrial Truck Association have already protested to the EEC Commission and Germany has taken similar action.

The Association called for a three-year moratorium on the new standards, but Whitehall officials are understood to be prepared to discuss a compromise whereby the French would withdraw the standards until the common EEC standard comes into effect.

By then, it is hoped, the French and EEC standards will have become more closely aligned.

## 'Satellite' terminal for Gatwick

By Michael Deane, Aerospace Correspondent

THE BRITISH AIRPORTS Authority is to spend £18m on a new "satellite" terminal at Gatwick Airport, Sussex, capable of handling the biggest aircraft in service, such as Boeing 747 Jumbo jets.

Work will start next summer and will be completed in 1982. It is in addition to the £100m recently completed modernisation programme designed to raise Gatwick from its present capacity of 5m to 16m passengers a year by the mid-1980s.

The satellite terminal will be on the site of the former North pier, first opened in the early 1960s, and which can handle only three aircraft at a time. The new terminal will be circular in shape and will be able to handle eight wide-bodied jets and 1,200 passengers an hour.

The Airports Authority is also considering further modernisation at Gatwick, including extending the south pier. The original extra pier at the airport was modernised this year.

## More women seek places in universities

By Colleen Toomey

MORE WOMEN are applying to go to university and the trend seems likely to continue, according to the latest provisional figures issued by the universities' clearing house.

In the two weeks to October 15, applications from women rose by 4.8 per cent to 11,930, but male applications dropped by 3.8 per cent to 17,902 on figures issued for last year by the Universities Central Council on Admissions. So far, about one-fifth of the expected total for next year's entrants have applied. The closing date is December 15.

The drop in male applications is suffering a deep recession with companies working at only 70 per cent capacity, says Mr. Bill Fatt, president of the trade association.

"I can recall no worse period in our industry in my 28 years' experience," he told the annual banquet of the National Association of Drop Forgers and Stampers, in Birmingham yesterday.

"Last year's statistics only showed a 1.8 per cent drop on

## Wallersteiner probe is hampered by 'doubtful' claims

BY MICHAEL LAFFERTY

COMPLETION OF THE UK bankruptcy proceedings against Dr. Kurt Wallersteiner, the German financier, has been hampered by large claims for debts of apparently doubtful validity, according to Mr. Christopher Morris, the senior Touche Ross insolvency partner who is Dr. Wallersteiner's Trustee in Bankruptcy.

So far Mr. Morris has rejected claims for about £14.3m out of total debts of £18m. The largest for £3.7m, came from Credit Industriel du Liban, of Central Africa.

It concerned an alleged contract with Dr. Wallersteiner involving Nigerian currency which disappeared when Dr. Wallersteiner's aircraft was forced down in Togo.

Another for £4.7m, came from a Herr G. Schmidt, described as an attorney at law in West Germany. There were originally suggestions that this man was closely connected with Dr. Wallersteiner. The whereabouts of Herr Schmidt are unknown, and the German authorities have now cast doubt as to whether he exists.

Dr. Wallersteiner was made bankrupt in the UK in July, 1975, in respect of damages awarded against him for various frauds and breaches of trust. The affair mainly concerned two public companies—Hartley Baird and H. J. Baldwin—of which Dr. Wallersteiner secured control during the 1960s.

A Department of Trade report into the affairs of Hartley Baird, which was published in October, 1976, concluded that the company's affairs were "gravely mismanaged" by Dr. Wallersteiner.

Mr. Morris says that he is getting closer to tracing Dr. Wallersteiner's principal assets, which are mainly in bank accounts in Ireland, Switzerland, Paraguay, and Canada. Ross has never encountered anything quite like the Wallersteiner bankruptcy in a century of insolvency work. "Under assets as he believes that he has, I don't see an end to it," says Dr. Wallersteiner. "I know this for several more years."

## Concern over food promotion charges

BY DAVID CHURCHILL, CONSUMER AFFAIRS CORRESPONDENT

BRITAIN'S food manufacturers are concerned that increases in the same time as Britain's food export promotion charges—such exports have grown rapidly in almost 30 per cent for recent years.

Manufactured food exports last year amounted to £7,145m, a 10 per cent increase on 1977. In food exports over the last few years, the Food Manufacturers' Federation, announced last summer by the British Overseas Trade Board, in the industry.

Since 1975 the value of export duties has grown by more than 91 per cent. As a percentage of total UK manufacturers' sales, food exports amounted to about 6.3 per cent last year compared with 4.8 per cent in 1975 and 4.1 per cent in 1973.

The EEC is the most important UK market for manufactured food products with exports last year of £1,535m comprising more than 40 per cent of total exports by Federation members.

## Poppy Appeal target is raised to £3.8m

BY JAMES McDONALD

THE ROYAL British Legion, in its Poppy Appeal, is aiming to collect £3.8m, compared with about £3.25m last year—because of inflation.

The appeal week starts on Monday with Poppy Day next Saturday.

"There are occasions when people question the need for The Royal British Legion and the annual Poppy Appeal," said General Sir Charles Jones, president of the Legion, at the Mansion House in London yesterday.

"They think our role must be decreasing whereas, in fact, we are now being asked not just to maintain our existing welfare facilities, but actually to extend them."

The Legion says it is as much concerned with helping the family of a young soldier wounded in Belfast as with the widow of a Serviceman killed on the Somme in the 1914-18 war. One of its sidelines is training every three at Brixton, London.

## Citroen raises prices

FINANCIAL TIMES REPORTER

CITROEN is increasing the prices of part of its car range in the UK by just under 3 per cent after similar increases in France.

The CX range is not affected as its prices were fixed in July. But the 2CV, Drome and GS models, and the listed options for the GS cars all go up.

The 2CV6 now costs £1,799, up from £1,766. The Drome goes up from £1,980 to £1,989 and examples of the other changes include an increase in the G Special from £2,797 to £2,852 and in the GS Club Estate from £3,218 to £3,283.

When the GS Pallas reaches British dealerships for the first time, shortly, the price will be £3,825.

## Recession hits drop forging

BY ARTHUR SMITH, MIDLANDS CORRESPONDENT

THE DROP forging industry is suffering a deep recession with companies working at only 70 per cent capacity, says Mr. Bill Fatt, president of the trade association.

"I can recall no worse period in our industry in my 28 years' experience," he told the annual banquet of the National Association of Drop Forgers and Stampers, in Birmingham yesterday.

"Last year's statistics only showed a 1.8 per cent drop on

1978 but 1978 has moved from bad to worse."

Mr. Fatt pointed to the loss of business caused by direct foreign car imports and the practice of British manufacturers of selling vehicles assembled in Europe.

"This is far more critical than the fact that a few customers have bought a few Japanese forgeries."

He thought that the progressive specialisation, technological development, and education programmes being undertaken by his industry were

clear signs that exports would be difficult in the face of the continued world recession and the false strength of the pound.

A healthy home demand was important for the industry to continue its development. "On a day-to-day basis, we can do all right on efficiency, but really, there is something like some volume to generate the technology, capacity and overall efficiency," Mr. Fatt said.



# LABOUR NEWS

## Plumbers to get 30% special case pay rise

BY PAULINE CLARK, LABOUR STAFF

ABOUT 30,000 plumbers employed in the private contracting industry are to receive a 30 per cent pay rise under the first special case deal allowed by the Government's Phase Four policy. The settlement, approved by the Department of Employment yesterday, gives a 15 per cent increase this month and another 15 per cent in August to raise the hourly rate for trained plumbers from 12.5p an hour to 14.5p for a 42-hour week.

It follows an independent review conducted last month under Professor John Wood, chairman of the Central Arbitration Committee, which looked at the plumbers' case for a special increase because of anomalies arising out of the 1975 introduction of the Government's 25 per cent pay restraint policy.

The Government's Phase Four policy, specifically aimed at the private sector, allows special case deals for groups of workers whose pay has been held back by the 1975 pay restraint policy.

The plumbers' success augurs well for the outcome of a similar case for the overtime of a similar group of 18,000 heating and ventilating engineers who last August put in for a rise amounting to 47 per cent for the lowest grades. They too are to have their claim studied by an independent panel under Professor Wood.

In both cases, pay settlements agreed last year with national employers' negotiators in substantial breach of the 10 per cent pay policy had finally to be renegotiated after Government threats of sanctions against individual companies.

The two groups also have the same complaint that their traditional pay links with building craftsmen have been substantially eroded since 1975.

The progress of protracted and costly talks between employers and union negotiators has been a source of frustration for both groups.

The plumbers' case, for a special increase because of anomalies arising out of the 1975 introduction of the Government's 25 per cent pay restraint policy.

have been subjected to strict confidentiality because of the publicity surrounding both groups' original agreements last year.

The heating and ventilating engineers' first deal last year was for a 20 per cent pay increase affecting 1,000 companies under the national joint agreement. In the plumbers' case, employers' representatives of about 5,000 companies agreed a regrading structure which would have given a rise of almost 40 per cent to some workers.

But employers' arguments that the deals were linked to productivity and that the two industries were experiencing difficulties in finding skilled workers failed with the Department of Employment.

Both deals—with August settlement dates—had to be renegotiated after Government intervention to give a straight line per cent. The plumbers' new regrading structure also fell foul of the Government.

## Spark plug workers put on 4-day week

By Philip Bassett, Labour Staff

CHAMPION Spark Plugs, the American-based components company, has placed the 900 hourly-paid workers at its Birkhead plant on a four-day week because, union officials claim, a productivity scheme to boost output has worked too well and the company has over-produced.

The workers, mainly members of the Amalgamated Union of Engineering Workers, will be laid off today in the first of the four-day weeks. Only essential maintenance staff will be at work. The company says normal working will be resumed in January.

The company is paying the workers 75 per cent of normal pay—the figure proposed in the Queen's Speech for the Government's plan to introduce legislation for short-time working.

Union officials claim that with the loss of productivity payments, shift bonuses and attendance allowances, payment will be halved.

A productivity scheme for the hourly-paid workers was introduced in December last year. It was designed to boost output, but at a cost of some jobs lost through natural wastage.

Earnings under the scheme were a maximum of £5.40, although Mr. Ernie Ricketts, AUEW convenor at the plant, estimates that they averaged £5 a week. He said the scheme was accepted by the workforce under a threat of plant closure.

Mr. Ricketts said yesterday that the production targets had all been met. Last week senior shop management told shop stewards the workforce was being put on a four-day week.

## Civil servants start £1m fighting fund to break 5% limit

BY PHILIP BASSETT, LABOUR STAFF

WHITE AND blue-collar civil servants are to join forces for a campaign against the Government's pay policy.

Leaders of 543,000 non-industrial civil servants yesterday launched a £1m fighting fund against the 5 per cent limit.

The unprecedented alliance between the industrial and non-industrial civil servants will present a powerful front to the Government's determination to hold firm on the fourth stage of its incomes policy, particularly in the public sector.

The link, incorporating 20 unions, will be forged at a series of joint meetings in the New Year to co-ordinate action on pay. The two sides decided on the alliance at a meeting earlier this week.

An important element in the Salage Three pay settlement for the 183,000 industrial civil servants was the Government's pledge to base negotiations for the 1979 settlement on a study of comparable pay and conditions outside the Civil Service.

Their leaders believe that pay research will increase their earnings levels and point to the gains made by white-collar civil servants under the scheme.

The independent Pay Research Unit is due to begin reporting later this month, but is not expected to finalise an overall figure until January.

Senior white-collar trade unionists believe that it will undoubtedly make findings of increases of between 20 and 25 per cent for some grades.

The Government revived the Unit this year for the first time since its incomes policy came into force in 1975, with the average earnings more closely.

Yesterday's delegates conference also decided to take action from January 1 against what it believes to be "cowboy" contractors.

The General and Municipal, the largest union in the industry, says some contractors on gas pipe laying work are using untrained labour.

From next year gasworkers will be instructed not to issue piping, fittings and other materials from stores to contractors' men who do not have trade test certificates. They will also refuse to complete any work left unfinished.

## APPOINTMENTS

## New chairman for Combustion Systems Board

Dr. Jack Birks, a managing director of the British Petroleum Company, has been appointed to succeed Mr. Lee P. Robinson as chairman of COMBUSTION SYSTEMS. Mr. Robinson will continue as a director of the company.

CSL was formed in 1972 by three UK organisations, the National Coal Board, BP and the National Research Development Corporation, to develop, commercialise and co-ordinate fluidised combustion technology and related processes throughout the world.

Mr. R. A. Parsons has been appointed chairman of BOWTHORPE HOLDINGS. Formerly deputy chairman, Mr. Parsons joined the business shortly after it was founded in 1936 by the late Mr. Jack Bowthorpe.

Mr. Angus George Millar has been appointed an additional director of UK PROVIDENT.

The past chairman of the Association of Consulting Scientists, Dr. J. H. Baygonne, is to chair the independent committee being set up by Mr. Anthony Wedgwood Benn, Energy Secretary, to review offshore safety regulations and procedures governing oil and gas industry activities.

Mr. Hugh Robbhouse has been elected deputy chairman of TAUNTON CIDER.

Mr. Said Ahmed has been appointed to the Board of UNION BANK OF THE MIDDLE EAST. Mr. Said Ahmed is currently chairman of the Arab Bank in Jordan.

New appointments within Foster Brothers Clothing Company Group are: Mr. Brian Wood as assistant managing director, Mr. Norman Phillips as merchandise director designate, and Mr. Frank Taylor, a director, as DORME MENSWEAR. Mrs. Betty Lawrence is to be the first woman managing director in the Foster Group, and Mr. Tony Gray has been made assistant managing director.

Wigham Poland Group has formed a company called BVF (UNDERWRITING MANAGEMENT). Its directors are Mr. D. R. Collins (chairman), Mr. D. Fox (chief executive), Mr. H. J. R. Chappell, Mr. T. A. Godwin and Mr. G. Isted (secretary). The new concern will manage the company underwriting of the Wigham Poland Group.

Mr. Tony Painter has been appointed regional director to the southern regional office of the MOTOR AGENTS ASSOCIATION.

## NUR 'yes' to productivity plan

BY OUR LABOUR STAFF

THE INDEPENDENT report on proposed productivity bonuses of £1.80 to BR's 178,000 rail workers was accepted yesterday by the National Union of Railwaymen's executive.

The union will almost certainly accept the report into special responsibility payments for high speed train drivers, also published this week by the Railway with an average of £2.10. Its cost Staff National Tribunal. But the union is still studying parts of the report.

The proposed productivity scheme would give average rises of £1.80 to BR's 178,000 rail workers at a yearly cost of £18m, according to management.

But Mr. Sid Weighell, the NUR's general secretary, said the report into special responsibility payments for high speed train drivers, also published this week by the Railway with an average of £2.10. Its cost Staff National Tribunal. But the union is still studying parts of the report.

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into effect, but it seems likely that ASLEF, the train drivers' union, will reject at least one of them.

The union had put in a general claim for higher payments for all drivers, in line with what they believe to be improved productivity since 1974.

In proposing extra payments solely for high-speed train drivers, the tribunal has gone against ASLEF's claim. The union is likely to decide its position on the reports next week. The tribunal has provided nothing for Southern Region drivers, who are traditionally militant.

If ASLEF rejects the reports it will presumably have to make its own proposals to the British Railways Board. It seems unlikely that the board would accept any scheme for productivity payments radically different to the one proposed.

The railways could then face the kind of strike action threatened by ASLEF earlier this year over productivity issues.

The NUR and ASLEF are wide apart on pay, productivity and manning. Mr. Weighell said yesterday that there was no point in having joint union talks on these issues before the regular meetings with management under the umbrella of the Railway Staff National Council.

## Gas workers to seek 20% pay increase

BY NICK GARNETT, LABOUR STAFF

A PAY CLAIM estimated at 15 to 20 per cent was agreed yesterday by national union officials and shop stewards representing 40,000 manual workers in the gas industry.

The claim will be finalised by union negotiators today. It includes an increase in basic rates to protect the workforce against inflation over the next year, changes in pay structure, a shorter working week and new holiday and bonus payments.

The workers, including pipe layers, maintenance men and fitters, are due to settle in January. The claim will be lodged at the end of this month.

Mr. John Edmonds, the General and Municipal Workers' Union national officer for the industry, said the negotiators would probably be seeking a basic rate increase of just over 10 per cent.

Pay structure alterations sought by the unions will involve extra consolidation of supplements, including a £5.30 "general obligations payment," with changes in the way bonus is calculated.

The manual unions will be seeking a 37-hour week and longer holidays, as parity with white-collar staff. They also want holiday pay to reflect

## Scots journalists accept deal and end strike

BY OUR GLASGOW CORRESPONDENT

AN OFFICIAL strike that lasted 24 weeks by 130 journalists on to publish, most in truncated local papers of Scottish and form, with a reduced cover price. Universal Newspapers ended yesterday after they accepted a pay deal.

The dispute was over a claim by 30 journalists at the company's new film printing centre for wage parity with print workers, and for a flexibility payment for working with new technology.

While the latter claim was subsequently dropped, the National Union of Journalists backed the negotiations due next month for parity demand and progressively a deal dating from January 1. A called-out its members on all the claim has been formulated.

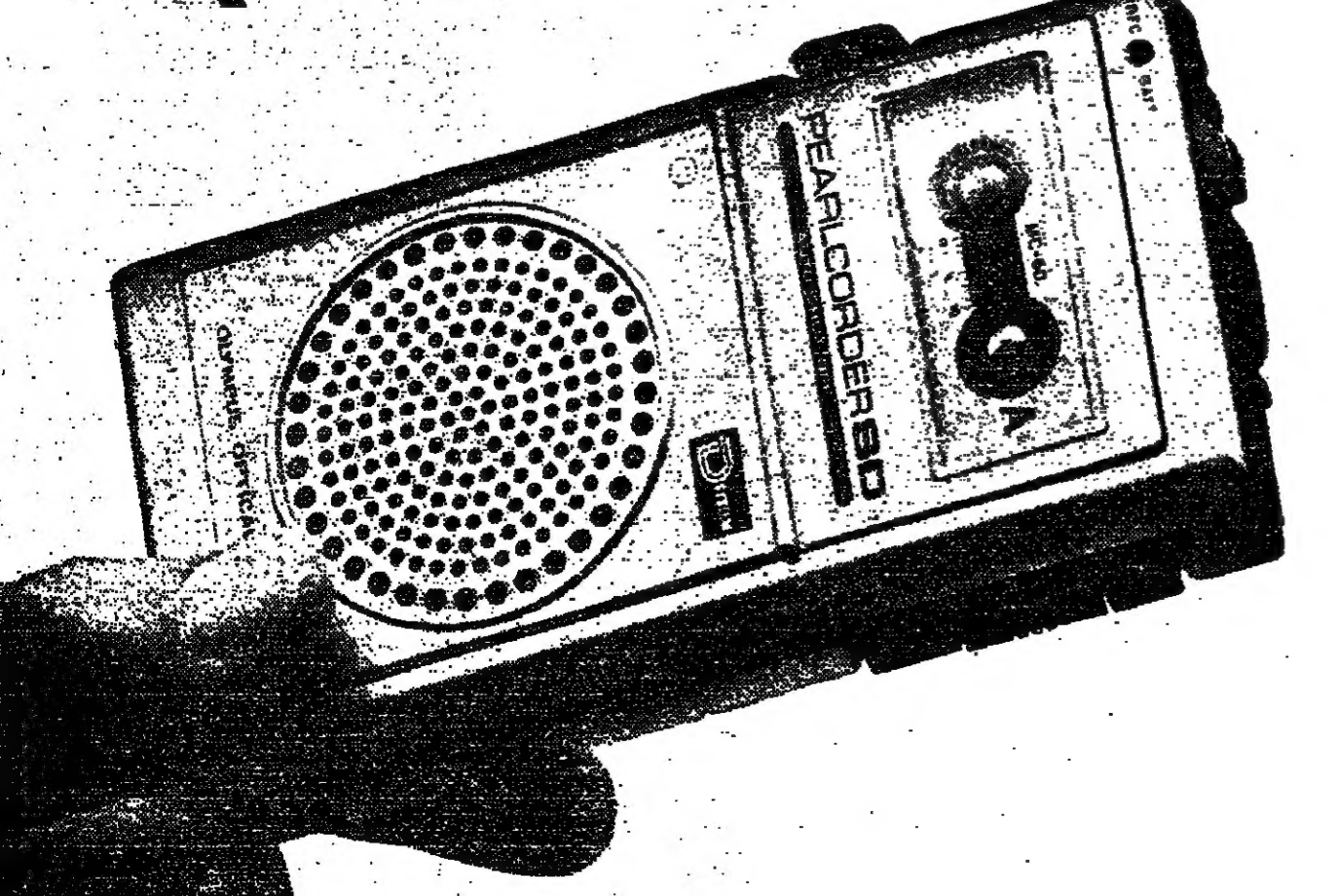
average earnings more closely.

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The General and Municipal, the largest union in the industry, says some contractors on gas pipe laying work are using untrained labour.

From next year gasworkers will be instructed not to issue piping, fittings and other materials from stores to contractors' men who do not have trade test certificates. They will also refuse to complete any work left unfinished.

# IT'S ABOUT THE SIZE OF YOUR WALLET. (WE HOPE.)



Five and a half inches by two and a half inches by nine-tenths of an inch is a tiny cassette recorder.

But it's a fat wallet.

Which is just as well, for the Olympus PearlCorder SD Microcassette Recorder (phew!) costs one hundred and fifty-nine pounds ninety-five pence (PHEW!!).

Note the term "Micro-cassette."

The cassette itself is less than half the size of your credit card.

Micro it may be, but it gives a full one hour's recording and playback time.

Enough for 6,000 words, or Beethoven's Violin Concerto.

If you think that sounds amazing, you're right.

The PearlCorder SD has a built-in electret condenser microphone, a ferrite recording head, and a 50mm dynamic speaker.

On the outside, it has all the usual controls for recording, playback, volume, fast forward, rewind and eject.

Plus the unusual ones for review, cue and pause.

It also has automatic tape shut-off.

And automatic recording level control.

Obviously, this is no plaything for the idle rich (unless, of course

you happen to be idle and rich).

No, the PearlCorder SD is designed for rather more businesslike activities.

Conveniently positioned at the top of the machine are two tiny jack sockets. These will accept such accessories as a tie-clip microphone, earphone, an external speaker/amplifier and a telephone pick-up.

You can even attach a cunning little device called a voice activator, which starts recording automatically when any sound is picked up.

And (secretaries, please note) we also make a special microcassette transcriber.

But listen to this.

The PearlCorder SD is the only microcassette recorder that can tell you the news.

Because it has the unique facility of plug-in AM and FM tuner modules.

And that has to be good news.

Unlike the inescapable fact that all these little extras cost a little extra.

Indeed, if you were to buy the entire Microcassette system, you wouldn't get much change out of five hundred pounds.

The sort of money you could pay for one of those big, gleaming open-reel tape recorders.

It'd look fantastic in your office.

But ridiculous in your inside pocket.

**PEARLCORDER**  
The Olympus Microcassette System

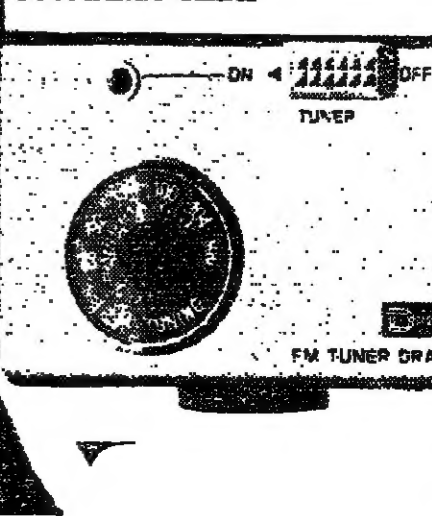
Please send me more information about the Olympus PearlCorder microcassette system.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

Postcode \_\_\_\_\_









# Technical Page

EDITED BY ARTHUR BENNETT AND TED SCHOETERS

## COMPUTERS

### Extends reliability

TWO MOVES of considerable significance to the computer user have been announced by the makers of Tandem Computers, which claim a mean time between failures of a staggering 55 years for its twin-computer systems.

Firstly, the company is extending the concept of its high-speed, duplicated communications bus, which is at the heart of the system's ability to survive any single component failure. Mr. Chapman, said that in such a network, all computers are functioning as if nothing had happened, so that the geographical locations of the computers are irrelevant.

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The second move by the company is to extend the development of its 'hot spare' method of obtaining information from databases through plain English for German or French statements that make the work of setting up requirements for analysis of performance, preparation of invoices, etc., the child's play even for staff with no knowledge of computer languages or data processing routines.

## HEATING

### Better heat transfer

A DESIGN of stainless steel jacket for enclosing industrial steel pans, producing mixers and similar thermal vessels is claimed by the manufacturer, Chemplant Stainless of Rickmansworth, to offer substantially improved heat transfer for both heating and cooling.

The jacket is simply inserted to touch the vessel and the dimples are punched through, each being fully plug welded to the vessel. The interspace is much narrower than that normally used and is about 0.5 mm. Flow guides are also placed in the interspace.

The dimples cause turbulence in the steam or water flow, thus improving the heat exchange and the guides raise the fluid velocity to ensure better distribution of the heating or cooling fluid. The design is also a good deal stronger than the conventional unsupported vessel and jacket. Furthermore, production is up to 40 per cent faster because cycle times have been cut.

More from Chemplant/Stainless: 120-gallon stainless steel pans, tested with ordinary hydraulic oil, Rickmansworth, Herts. 0438-82 24661.

## SAFETY

### Fire safety standards

THE FIRE Extinguishing Trades Association (FETA) and the Fire Officers' Committee (FOC) have set up a scheme to ensure provision of the right type of fire extinguishers and to improve their maintenance.

Principal objective is to raise the level of trading standards so that only proven equipment is used; that the right extinguisher is sold for the risk; and that the extinguishers, once properly installed, are maintained regularly and efficiently.

All FETA members marketing portable extinguishers who undertake to comply with the higher standards will be listed and attention of those who buy extinguishers will be drawn to the list.

The list is to be brought up to date at least once a year, when companies will be taken off if they fail to maintain the standards, or new member companies added who comply with the standards.

All extinguishers coming

## MATERIALS

### Clear film shows up the colours

ULTRA-HIGH CLARITY polypropylene film, developed for packaging textiles, has been launched by GS Packaging, a member of the Harkwell Group. This follows the installation of a new line at GS Packaging's new factory—Aber Works, Aber Road, Flint, Clwyd, North Wales (Flint 5131).

Aberlone GS 5000 has extra-ordinarily good optical properties. Available in standard gauges of 30, 38, 50, 60 and 70 microns, as well as "special" gauges, it is ideal for counter displays. It has ability of transmit colour accurately and a maximum haze factor of 3 per cent at 70 microns. This means that when fashion merchandise is displayed, colour distortion caused by other presentation packaging materials is virtually eliminated. Outstanding crease-resistance properties and excellent tensile strength are also characteristics.

Shock Fuse is a disposable, mechanical shock indicator relying on two steel balls held in suspension by a carefully calibrated spring. To give an irreversible visual indication that the predetermined threshold shock level has been exceeded, any shock in excess of the pre-set impact intensity will dislodge the balls.

Shock Fuse is only 18 mm long and 14 mm diameter. It is self-adhesive, weighs 2 grams and has an operating temperature range of 25/150 deg F. To prevent accidental trigger-

ing in transit the device is immobilised by means of a removable plug.

It is available in a sensitivity range between 5g to 150g with an accuracy of the order of plus or minus 15 per cent.

The increasing sophistication and value of electronic appliances and components creates a number of problems, some of which can be related to malfunctioning due either to accidental transit damage or careless handling.

Shock-Fuse has been developed to provide a simple and inexpensive means of checking that the product to which it is attached has not undergone a shock in excess of the maximum level previously determined to be the damage point.

The device will respond to multi-directional shocks in excess of 8 milliseconds. Optimum accuracy is obtained when the shock is applied from any direction in a plane perpendicular to the axis of the balls and spring.

Uni-directional response may be obtained by mounting two Shock-Fuses at right angles.

Used on any shock-sensitive product, Shock-Fuse will prevent the use or installation of damaged equipment and will aid in determining damage liability by limiting warranties. It will also act as a significant psychological deterrent from mishandling and will encourage proper care in transit of the equipment to which it is attached.

U.S. experience indicates that the device will find useful applications on microprocessors, computers, microscopes, medical equipment, guidance systems and similar products.

Further details from A. Lister and Co. 49 South End, Croydon, CR9 1AN 01-885 0355.

## PACKAGING

### Tiny unit to measure the g's

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## INSTRUMENTS

### Lower cost multi-trace recording

A CONSIDERABLE step forward in the economies of ultraviolet chart recorder manufacture and use has been made by SE Labs (EMI) with the introduction of the SE6300.

Paper width has been pushed out to twelve inches while the price has been kept down to that normally associated with eight inches. At the same time, however, the machine can, if the user demands, be used with the narrower paper, economising on paper costs in the long term.

Available with 12 or 24 channels, the recorder can be purchased for less than £2,000—and EMI points out that its own earlier 12-inch machine was priced at £4,000 two years ago. The £300 claim for EMI costs about 30 per cent less than today's average twelve inch recorder.

Much of the cost advantage has come from exploiting modern microelectronics to the full, particularly in terms of reducing

expensive mechanical components to a minimum in the switching and control sections. SE Labs' standard miniature galvanometer is used, consisting of a moving coil system suspended by a torsion strip in which is attached a tiny silver-surfaced mirror. A lens is aligned with the mirror to focus the light beam. When the galvanometer is installed in the magnet block, the angular deflection of the mirror in each case is directly proportional to the current in the coil; the movement is damped by silicone fluid held at constant temperature.

Consistent writing at high speeds is provided by a fully stabilised 100-watt mercury arc lamp in conjunction with an optical system that maximises the collection efficiency of ultraviolet and results in writing speeds up to an astonishing 2,500 metres/sec. Thus, using appropriate high-frequency valves, the user can obtain first-class recording.

The SE6300 offers 13 different speeds from an unsurpassed five metres/sec down to 0.5 mm/sec, with a 1:2:5 switching sequence. At the high speeds, recording times of 0.5, 1.0 and 2.0 secs can be set from the front panel.

With 24 overlapping traces on the paper, the problem of identification always arises and is overcome in the SE Labs machine by interrupting (via the optical) the traces sequentially, at the same time placing an identifying number (via an optical wheel arrangement) on the paper margin opposite the break in the trace.

The recorder makes its own timing reference lines across the paper (there are six preselectable intervals), and event marks may also be made on the chart using manual or remote control.

SE Labs EMI is at Spur Road, Feltham, Middlesex TW14 0TD 01-890 14771.

## COMPONENTS

### Big nylon tubes

A COMPANY which for many years has specialised in the manufacture of nylon tubing up to 2 inches in diameter for the motor, pneumatic and brewery industries is now producing it in bigger, 2 to 4 inches, diameter.

Based on Nylon 11 from Ab Chimie of France, the piping is said to have outstanding mechanical and electrical properties—moisture absorption at 65 per cent R.H. (relative humidity) is only 1.1 per cent, and piping can be used for limited periods at temperatures from 100 to 130 degrees C. A special heat-resistant grade is also available for continuous operation at 110 degrees C.

The company says that this larger size of tubing, which is resistant to petrol, oils and hydrocarbons generally, could now be used increasingly in the chemical and oil industries. Because of excellent anti-frictional properties, the conveyance of fluids and solid particles can be improved by about 30 per cent compared with metal pipes.

More from West of England Plastics, Hampton Street, Tetbury, Glos GL8 5LD (0866 52227).

### Needs less maintenance

HOPING TO win back a substantial portion of the new and replacement door market being eroded by foreign imports, is Crosby and Company, Newham, West Street, Farnham, Surrey (02513 23123). The company has invested over £1m in development and machinery in producing its Criterion range comprising doors taken from its standard range to which are applied raised curved panels and a new timber protector called Duratec.

The finish has been developed in conjunction with Imperial Chemical Industries and is claimed to obviate the necessity for frequent re-painting and maintenance.

# Marry your application into the Digital family. And acquire a lot of powerful relatives.

Digital Equipment markets the widest range of OEM computers in the industry.

And regards compatibility as one of its most important goals when introducing new tools for the OEM.

So, you make a whole series of right decisions when you opt for Digital as your prime supplier.

One, you get good price/performance figures. The first thing you look for, naturally.

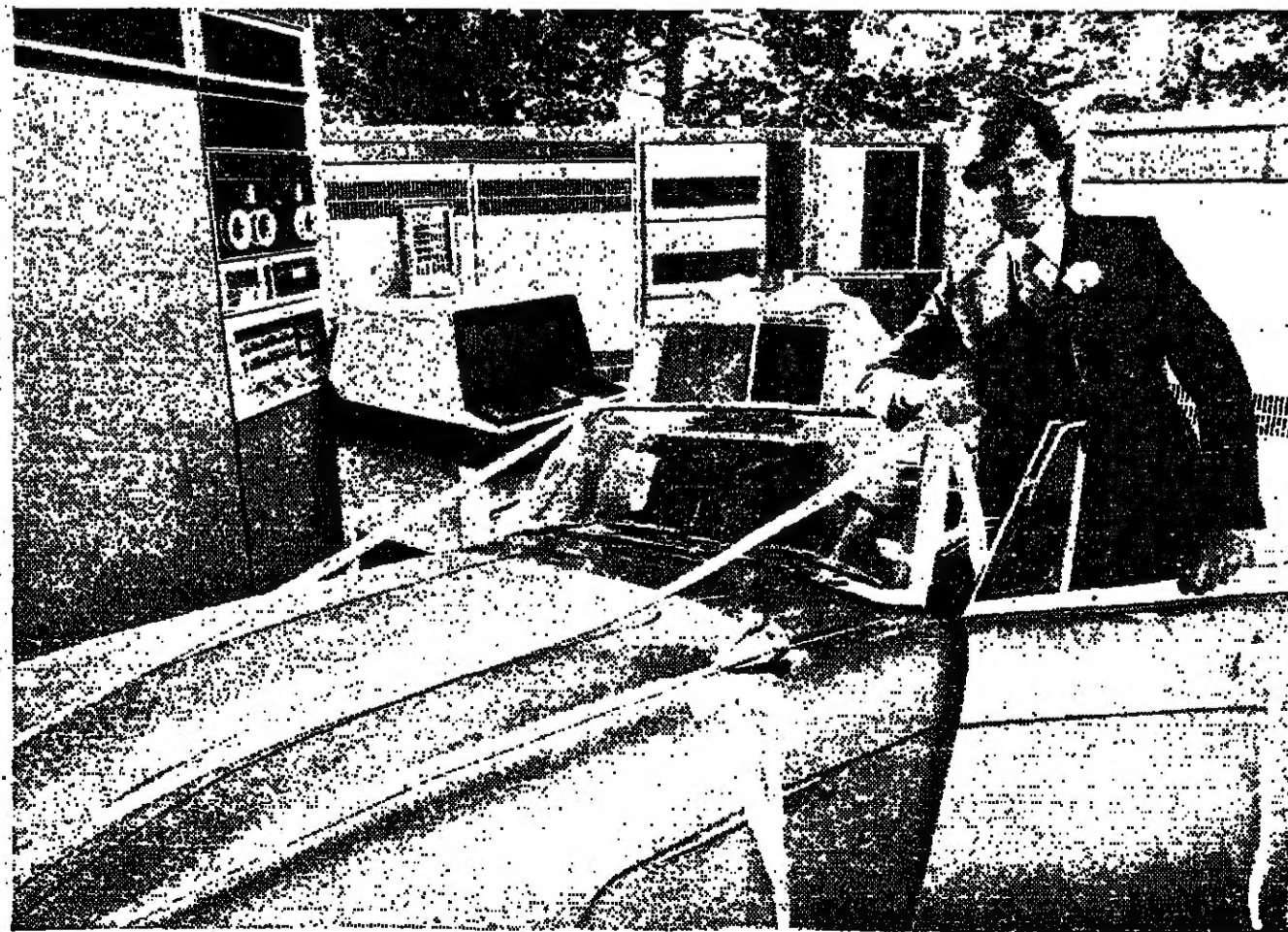
Two, you get good cover for the future. If competition makes you upgrade your system, there's a Digital computer or a Digital add-on to make the buildup simpler. (Those are your "relatives".)

Three, you can get just the amount of service you need—we sell our service capabilities unbundled.

Four, we can be your terminal supplier, too. Solid, durable, easy-to-use printers and screens that are virtually standards in the industry.

Five, you get the confidence of knowing that you're dealing with one of the world's leading computer companies—not just in OEM products, where we have been the traditional leader—but right across industry, science and commerce.

Have you looked at our record recently? We've now got over 36,000 people worldwide, of whom over 6,000 are purely service and



The most complete of all OEM suppliers.

support personnel. There are over 5,000 of us in Europe, where we now have several major manufacturing facilities.

Finally, have you looked at our products recently? We've just produced a new corporate brochure which covers all our products. And we're in a lot of fairs this year.

Use the coupon to make contact. Get to know the family really well!

Send me:

Your new corporate products and services brochure ☐

Information on fairs you're showing at ☐

Brochure "8 questions to ask any computer company" ☐

Have a sales engineer telephone me ☐

Name

Title

Company address

Telephone

Send to: Alan Boyd,  
Digital Equipment Co. Limited,  
Digital House, Fairs Road,  
Reading, RG1 4HS - Tel. (0734) 833555

digital

Digital Equipment Co. Limited



## PARLIAMENT AND POLITICS

## More derision than damage

BY PHILIP RAWSTORNE

Dr. David Owen's defensive capability proved more than adequate yesterday to repel the political incursions of the Tory right-wing into Zambia.

The primitive attack from the Tory backbenches on the Government's military aid to President Kaunda in the end caused more derision than damage.

The Foreign Secretary needed no more sophisticated weapon than a 1978 Hansard to complete the rout, while Mr. Francis Pym, Tory foreign affairs spokesman, looked distinctly relieved to have advanced the party official line on the issue with more rancour than his troops.

Mr. Pym's belligerence was confined to his tone of voice; and he pursued answers rather than the action.

What guarantees had been given about the use to which the Government's military

supplies to Zambia were to be put? Did the defence of Zambia include the defence of the country's political independence?

Dr. Owen, ignoring the tribal war cries, patiently reiterated that the Government had given firm guarantees that the equipment would be used for no other purpose than the defence of Zambia.

"I am prepared to rest on the integrity of President Kaunda and the Zambian Government," he declared quietly.

Britain had been asked for assistance as a fellow-member of the Commonwealth—and it was no use trying to resist the aid of other influences in Africa if the Government were not prepared to respond to such appeals.

President Kaunda had taken political risks in his efforts to

achieve a peaceful solution in Rhodesia, Dr. Owen declared. But was he prepared to restrain the guerrillas' campaign of murder and terrorism? demanded Mr. Reginald Maudling, the former shadow Foreign Secretary now turned distinctly rebellious.

Bristling with hostility, the ranks of his new-found allies on the Tory right pressed close behind.

Mr. Julian Amery accused the Government of collusion with Russia in shielding the guerrillas. Sir John Eden called on the Foreign Secretary to demand the dispersal of the Patriotic Front forces.

Mr. Eddison Griffiths protested that the British military supplies were bound to go into the hands of the terrorists. Would British troops be sent into Zambia to defend British civilians he demanded?

Dr. Owen retorted that President Kaunda, a sovereign head of state, had made his own decision to support the liberation forces.

"We will not support them," he declared. Nor would British servicemen be sent to Zambia, he repeated.

But the Foreign Secretary pressed mild surprise at the Tory opposition to the Government's decision to provide aid. Producing his Hansard for 1978, Dr. Owen recalled that it was Mr. Amery who had first led the movement for giving not only Zambia but other black African states arms and other supplies.

It had been Mr. Griffiths who had then urged the Government to send them military advisers as well. Amid Labour hilarity, the discomfited Tory backbenchers retreated, leaving Mr. Pym to defend their rear and salvage what he could from the encounter.

## Free vote on safety belt Bill

BY IVOR OWEN, PARLIAMENTARY STAFF

A FRESH attempt to make the wearing of seat belts compulsory in the front seats of cars and light vans is to be made by the Government.

A Bill will be introduced during the present parliamentary session—probably in the New Year—and MPs will be allowed a free vote on its second reading, he said in a Commons written reply.

This is the second time the Government has attempted to make the wearing of seat belts compulsory.

In 1976, the Road Traffic (Seat Belts) Bill was given a Second Reading by a majority of 110, but foundered in later stages when too few MPs were present to debate it.

The Transport Department said yesterday that the new Bill was expected to be similar to the previous one.

A Government Bill which would give authors payments for their books borrowed from Public Libraries could be among the first new legislation on the Statute Book.

Mr. Michael Foot, Leader of the Commons, announced that Second Reading of the Public Lending Rights Bill would be taken on the Commons, on Friday, November 10.

Mr. Margaret Thatcher, Opposition Leader, gave her support to the measure.

Previous attempts to give authors a new deal from Britain's libraries have failed because of backbench tactics.

Not until the precise terms of the Bill are disclosed and fully considered can it be certain that anti-Public Lending Rights MPs will abandon their opposition.

The Bill to provide pensioners with a £10 Christmas bonus was given a formal first reading in the Commons.

Two other measures also received formal first readings. They were the Companies Bill, which amends the law on fees for the registration of businesses; and the Nurses, Midwives and Health Visitors Bill, establishing a central council for the four parts of the UK.

**Next week's business**  
Monday: Queen's Speech debate—Home Affairs.  
Tuesday: Queen's Speech debate—Rhodesia.  
Wednesday: Queen's Speech debate—Rhodesia—at end, debate on the Queen's Speech.  
Thursday: Queen's Speech debate—economic affairs.  
Friday: Second Reading, Public Lending Rights Bill.  
Monday (November 13): Second Reading, Nurses, Midwives and Health Visitors Bill.

**LORDS**  
Tuesday: Second day of debate on the Queen's Speech (Home Affairs).  
Wednesday: Third day of debate on the Queen's Speech (Foreign Affairs and Defence).  
Thursday: Second Reading, Act 1965 (continuation) Order 1978.

**Mulley go-ahead for U.S. air tankers**

MR. FRED MULLEY, Defence Secretary, confirmed the Government's decision to allow the U.S. Air Force to station 15 KC-135 tankers at RAF Fairford, Gloucestershire.

In a Commons written reply to Mr. Nicholas Ridley (C. Chesham and Tewkesbury) he said he had carefully and sympathetically considered all comments made by those who would be affected by the proposal.

But in my view nothing that has been said in the local authorities' comments can be taken as a question of my earlier conclusion that RAF Fairford is the right choice of base for the KC-135s, both in the short and long term.

Extra resources spent in dealing with aircraft noise would be at the expense of other measures of Air Force defence. Mr. Mulley went on.

"I have accordingly decided that RAF Fairford shall be made available to the USAF for their KC-135 tankers."

He had already agreed with the U.S. Government certain measures which could be taken to satisfy some of the local authorities' points. Others would be the subject of further discussion with the U.S. Government.

"I give the assurance that at present the Government has no plans for further development of the base."

The SDLP is only interested in more representation if it is brought about on a proportionate basis. Various resolutions at the conference will make it clear that the SDLP is only interested in an initiative from Britain on the basis of power-sharing.

The SDLP has set itself firmly against any move to increase the number of seats on the present 12 to 18, as has been suggested since 1976. There are thought to be 13,000 seats now in the electoral base.

Other major resolutions will ask for a conference involving Britain, the Republic of Ireland, the Republic of Northern Ireland and the Government of Northern Ireland, to discuss the integration of the two parts of the island.

The Government have decided to introduce new measures to improve the housing situation in Northern Ireland. The measures will be introduced in the next few weeks.

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## Scrap rigid 5% guideline on pay, says Thorneycroft

BY IVOR OWEN, PARLIAMENTARY STAFF

ABANDONMENT OF the Government's rigid 5 per cent pay guideline in favour of a more flexible incomes policy was urged by Lord Thorneycroft, Conservative Party chairman, and Lord Watkinson, past president of the CBI, in the House of Lords last night.

Both strongly argued that companies forced to concede settlements in excess of 5 per cent should not be penalised. Lord Watkinson warned that to impose sanctions against Ford's and one company after another would only compound the Government's present troubles.

Baroness Birk, opening speaker for the Government as peers discussed economic affairs in the resumed debate on the Queen's Speech, admitted the likelihood of "loopholes" in the 5 per cent policy.

"We are not a Government of closed and rigid minds, and the current discussions going on with the trade unions are fundamental," she said.

Lord Watkinson accused the Government of mishandling the negotiations which preceded the announcement of the 5 per cent norm.

There should have been much wider debate and discussion, from which Parliament should not have been ruled out before Ministers decided to embark on the 5 per cent guideline or any guideline at all.

**Flexible**  
Such discussion, he asserted, would have enabled Ministers to learn that a more flexible approach was the only one likely to make sense in the present circumstances.

While ruling out a return to statutory control—"it has failed, and in my view it would fail again"—Lord Watkinson insisted that there must be no return to pay increases of 50 per cent.

Nor should there be a return to free collective bargaining in the sense that it was interpreted by political activists intent on confrontation—and the earliest recourse to the strike weapon.

A more flexible and freer bargaining system was needed, he said, which would be responsibly and enabled account to be taken on the national interest.

Lord Watkinson described the industrial outlook as "more menacing than anything he had seen in 50 years in business and politics, and apportioned 'most of the blame' for this situation to the TUC.

He attacked the "new generation" of trade union leaders, who he said, unlike their predecessors, were unable "to deliver" and allowed themselves to be carried away by supporting "wild" demands, such as that for control over prices with no restraint on wages when past experience proved that this could not work.

Lord Watkinson contended that some of the benefits associated with incomes policy were illusory.

"Any British Government now, or in the future, will have to use every carrot and stick if it is ever to spur the lazy British people to a more sensible appreciation and end their belief that, having won the last war, somehow they have not got to try any more."

**Support**  
"The Government make clear that such action cannot be allowed and with the establishment of this inquiry, they expect all staff to work normally and to present their case to the inquiry in due course."

Mr. Whiteley, Shadow Home Secretary, said: "We strongly support the broad inquiry which Mr. Rees proposes, and we agree with him entirely that there should be normal working in our prisons."

The inquiry would provide an opportunity to consider the whole question of conditions of service and overcrowding in prisons, together with their administration and management.

Mr. Whiteley asked for confirmation that the terms of reference would allow the inquiry to consider whether the prison service should be administered within the Home Office or by its own professional head outside prisons.

Mr. Rees, told Rear Admiral M. C. Morgan-Giles (C. Winchester), who called for a time limit for the inquiry, that it would report "as a matter of urgency."

Mr. Peter Bottomley (C. Walsworth), who attacked Mr. Rees for waiting until now to take action.

Mr. Rees replied that he was concerned that people had started to take the running of prisons into their own hands.

**China Vice-Premier**  
BY COLINA MacDOUGALL

VICE-PREMIER Wang Chen, who arrives in London for a two-week visit on Monday, is the most senior Chinese official yet to visit Britain.

He will bring with him a strong team of diplomatic and technical advisers and is expected to spend a week touring British industries as well as meeting political leaders in London.

Vice-Premier Wang, 70, was the first Chinese official to mention publicly last year that Peking was interested in buying the Harrier jump jet.

No deal is expected to be signed during his visit, but he is expected to visit British Aero-space. His group will also tour Rolls-Royce, a CBE power station, and an oil offshore oil installation in Scotland.

Vice-Premier Wang is to meet the Trade Secretary and the Secretary of State for the Home Office early next week and is expected to welcome him. He is due to call on the Prime Minister at the end of his visit.

**BANK OF SCOTLAND**  
BASE RATE

The Bank of Scotland intimates that, as from 3rd NOVEMBER, 1978, and until further notice, its Base Rate will be increased from 10% per annum to 11% PER ANNUM.

LONDON OFFICES: DEPOSITS  
The rate of interest on deposits for a minimum period of 7 days will be 8% per annum, also with effect from 3rd November 1978.

Manpower Commission's plan is approved

THE MANPOWER Commission's plan for a new manpower survey is approved by the Government.

## Zambia to get more arms—Owen

BRITAIN IS to send further military aid to Zambia, Dr. David Owen, Foreign Secretary, told the Commons.

But the equipment being supplied to Zambia's police and armed forces will not be passed on to the Rhodesian guerrillas based in the country, he assured MPs.

Assurances had been received from the Zambian Government that the aid—which he estimated would total about £10m—would only be used to defend the country, and the air defence equipment was only intended to protect Lusaka, the capital.

Dr. Owen's statement came only hours after the latest Rhodesian raid which he said had penetrated "deep into Zambia."

He came under immediate attack from Mr. Francis Pym, the Tories' acting spokesman on foreign affairs. Britain, said Mr. Pym, should guarantee the disbanding of Joshua Nkomo's forces as the price of the arms airlift in Zambia.

Dr. Owen admitted that he could not guarantee that the arms would not reach the guerrillas, but he trusted President Kaunda and his Government.

Some ground equipment and spares had already been provided and more would be sent after detailed talks.

As a result of the talks with President Kaunda in Nigeria in September, Britain had agreed to make an advance payment of £20m now for copper to be supplied in 1980. This was to help meet Zambia's urgent need for foreign exchange.

Technical assistance had been offered to help the development of Zambian copper production. Financial help had been offered for improving the Zaire section of the Benguela railway and

technical help for improving the Angolan section.

The Rhodesian raids into Zambia last month had reinforced the Zambians' concern about national security. Military aid would help Zambia's defensive capability, particularly against air attack. But no British soldier personnel or aircraft would be stationed there.

Mr. Pym, deputising for Mr. John Davies who is recovering from an operation, said there was grave anxiety and interest about the terms and implications of the arrangement. Dr. Owen's statement was vague.

"What guarantees has the House of the destination of these weapons, especially with the presence in Zambia of substantial guerrilla forces?" he asked. Dr. Owen should explain whether the defence of Zambia included the defence of its political independence.

"If that, how can the Government defend it when terrorists are killing innocent blacks and whites in Rhodesia?" He wanted to know whether President Kaunda would do all he could to get Mr. Nkomo to a conference table so that progress to a peaceful settlement could be achieved.

Dr. Owen said that there had been no more difficult decision than I have had to take than on this issue, and we had to take it in the context of an extremely grave and serious situation.

Mr. David Steel, Liberal leader, said that Zambia had been no other country had had to bear the burden of British and UN sanctions. Any British Government should be prepared to consider giving assistance in any form to Zambia.

Technical assistance had been offered to help the development of Zambian copper production. Financial help had been offered for improving the Zaire section of the Benguela railway and

technical help for improving the Angolan section.

Dr. Owen replied that few people in southern Africa had played a more significant role in trying to achieve a negotiated settlement than President Kaunda.

Mr. Reginald Maudling (C. Chipping Barnet) asked if, before agreeing to supply arms, the Government sought from President Kaunda assurances that he would try to restrain the activities of guerrillas.

They were using the relative safety, now to be enhanced by British arms, "to conduct a campaign of murder and terrorism in Rhodesia."

Dr. Owen answered that President Kaunda had made clear his dislike of all civilian casualties on all sides. He and the other Front Line presidents had supported the continuation of the liberation struggle but not, in the case of President Kaunda, at the expense of giving to the route he preferred—a negotiated settlement.

and would provide additional resources for the elderly, mentally handicapped children, and other disadvantaged groups.

On pay, Mr. Ennals agreed that the NHS faced many difficult problems. "I hope they can be resolved without industrial action," he said.

He hoped to explore with union leaders possible methods of avoiding industrial action in the service.

At the same time, he said, it was a possibility of using the action in the health service to force their right to take strike action.

This, he said, would be unrealistic. Most of the organisations in the NHS including the BMA would refuse to have their hands tied in this way.

"We can't totally exclude the NHS from the battle against inflation," he went on. "I believe those who work in the service have a special responsibility to those they serve."

A hospital is not like some sort of factory. Human lives are at stake. It cannot be right to put human lives at risk and to

emphasised. "This Government is not prepared to take that risk."

He hinted, however, that the Government would look more sympathetically at the 15 per cent limit which is to be submitted by the unions. They had asked him to look at their position as a special case allowed for under Government pay policy.

"The question of nurses' pay will have to be looked at in the light of the declared policy on pay," Mr. Ennals went on.

Turning to the financing of the NHS, he said the Government had a firm commitment to strengthen and develop it. Therefore there would be an increase available for 1979-80 over and above the estimates in the February White Paper.

Mr. Ennals did not specify the size of the increase. It is not likely to be announced before the next White Paper in February next year. The original 1978-80 figure was for £7.6bn, which is itself an increase of 1.5 per cent on the current year.

The extra sum would give the NHS more room for manoeuvre, Mr. Ennals added. It would make some contribution to the attack on longer hospital waiting lists.



Dr. David Owen

## 'We cannot yield on NHS wage claims'

BY JOHN HUNT, PARLIAMENTARY CORRESPONDENT

A WARNING that the Government cannot give in to big pay claims still pending in the National Health Service was made by Mr. David Ennals, Social Services Secretary, in the Commons yesterday.

He also announced that spending on the NHS next year is to be increased above the level already announced in the expenditure White Paper last February.

In his remarks about pay, Mr. Ennals did not name any particular union. But his words were a clear reference to the large claim about to be put forward by the National Union of Public Employees.

NUPE is asking for a rise of 44 per cent in straight money terms plus extra holidays and a cut in working hours which could make a total package of around 80 per cent.

Speaking in the Health Services debate on the Queen's Speech, the Secretary of State said that the Government wanted to see that justice was done to hospital staff within the scope of what was economically possible.

"But merely to give in to all demands, I believe, the road to anarchy in the Health Service and in the wider pay context," he

emphasised. "This Government is not prepared to take that risk."

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This, he said, would be unrealistic. Most of the organisations in the NHS including the BMA would refuse to have their hands tied in this way.

"We can't totally exclude the NHS from the battle against inflation," he went on. "I believe those who work in the service have a special responsibility to those they serve."

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What, you may ask on first experiencing a ride in the Citroën CX, have the manufacturers of other cars been doing for the past 20 years?

It would appear they have merely played around with modifications to old engineering principles while Citroën have introduced a whole series of dramatic innovations leading to very definite improvements in the all-important areas of comfort and safety.

Take, for example, the unique self-levelling hydropneumatic suspension.

No amount of money can purchase a more comfortable suspension than this. It absorbs all unexpected road shocks so that no matter how rough the surface may be, the ride in the CX will be perfectly smooth at all times.

Nor will heavy loads affect its performance in any way. The suspension automatically adjusts so that the car body is always travelling at a constant height from the road surface.

VariPower steering is also uniquely Citroën.

For parking and at low speeds the steering is finger light and power-returns to a straight line position immediately the steering wheel is released, without requiring any additional effort.

With increasing speed the VariPower steer-

ing grows progressively firmer, increasing road 'feel' for safer driving.

VariPower steering also prevents wheels being deflected by loose stones or uneven surfaces. Even when driving on a motorway in strong cross winds deviation from a straight line is negligible.

In the case of a tyre blowout at, say, 70mph, the combination of Citroën's hydropneumatic suspension and VariPower steering would maintain directional stability which would keep the car safely under control. Even when braking.

A selection of the 16 models in the CX range

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CX 2000 Super	102	109mph	£5199.48
CX 2400 Super (5 speed)	115	112mph	£5813.73
CX 2500 Diesel Super (5 speed)	75	97mph	£6040.71
CX 2400 Pallas (5 speed)	115	112mph	£6398.73
CX 2400 Pallas (C-matic)	115	111mph	£6582.42
CX 2400 Pallas Injection (C-matic)	128	112mph	£6997.77
CX 2400 GTi Injection (5 speed)	128	118mph	£6979.05
CX 2400 Safari Estate	115	109mph	£5971.68
CX 2500 Diesel Safari Estate	75	90mph	£6315.66
CX 2400 Familiale	115	109mph	£6081.66
CX Prestige Injection (C-matic)	128	112mph	£9254.70

There are 16 models in the CX range. All offer the advanced engineering and design that combine to make the CX one of the safest, most comfortable cars you can buy.

And at the end of the day what more could you ask from a car than those very things? **CITROËN ^ CX.**

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ALL CX MODELS HAVE RECOMMENDED 10,000 MILES SERVICE INTERVAL, 3 YEAR UNLIMITED MILEAGE GUARANTEE. SUSPENSION GUARANTEED FOR 3 YEARS MAX. 100,000 MILES. PRICES INCLUDE CAR TAX AND VAT NUMBER PLATES. EXTRA DELIVERY CHARGE. FINANCE RATE PRICES SUBJECT TO APPROVAL. ENQUIRE ABOUT OUR PERSONAL EXPORT, FLA FORCES AND DIPLOMATIC SCHEMES AND PREFERENTIAL FINANCE SCHEME. CHECK YELLOW PAGES FOR NAME AND ADDRESS OF NEAREST DEALER. CITROËN CARS LTD, MILL STREET, LUGBURY, LEICESTER. TEL: 0533 611288.

**CITROËN ^ CX**



# The Management Page

EDITED BY CHRISTOPHER LORENZ

Ian Hargreaves profiles a shiprepairer who invested his entire life savings in a derelict shipyard just when the industry was going into deep recession.

## An act of faith on Clydeside

WHEN shipowners sneeze, and arguably the biggest such shipbuilders catch a cold and shiprepairers go down with pneumonia: such is the chain reaction in these industries.

All three industries are suffering from severe overcapacity and from recessions which are not expected to bottom out for another three to six years. But shipbuilders, the least glamorous and least known, are, in a sense, in a worse position than owners and builders because they are the first to feel the effects of the owners' economies and soon afterwards come up against competition from order-hungry shipbuilding yards for the little work that is going.

Repairing ships, then, is hardly the business in which to invest your life savings during the present climate. In Britain, half the industry has been nationalised, but both public and private sector companies are finding it hard to make ends meet.

These circumstances make Mr. R. E. (Rab) Butler an unusual man. Eighteen months ago he bought a derelict shipyard on the River Clyde, a move which—taken together with his reputation in the industry—led to his being offered (and accepting) the post of chief executive of the Tyne Shiprepair Group, much the biggest shiprepair complex within the nationalised sector.

### Ashes

Three shipyards later he ran a converted naval base in Singapore, before returning to Clydeside as an adviser during the creation of Govan Shipbuilders out of the ashes of the Upper Clyde work.

The qualities Butler noted in Clyde shipyard workers convinced him that, given the right incentives and the right pressures, this area's most traditional industry could be made to pay, thus reversing a 30-year pattern of decline.

So he put together all his savings which, boosted by 15 years of working in senior

management positions overseas, particularly in Singapore, had reached an impressive £100,000. And with a similar sum negotiated with the Scottish Development Agency, he bought the Alexander Stephens yard on the Upper Clyde.

That was in April 1977. Clydeside Engineering, as it is called, made pre-tax profits of £258,000 last year and, with the help of the proceeds from selling his own house, Butler has bought out the development agency.

"Everyone thought I was mad to do it. Many still think I'm mad, but I believe in the Clyde and I believe that shiprepairing on the river can be revived," he says.

His method he describes bluntly as "straight common sense." He went to the local representatives of the Confederation of Shipbuilding and Engineering Unions and told them that jobs could be created if he could convince potential customers that their ships would not be delayed by labour troubles and if costs could be kept low enough by flexible working between trades. They agreed.

He also demanded a two-year commitment to no strikes in return for a promise that every £1 taken out of the business by the shareholders would be matched with a £1 in bonus for the employees. This, Butler

says, has made his 200 men the best paid on the river.

Tyne Shiprepairers is a different story. Here Butler inherited eight yards, some previously in private hands, others in public ownership, with the target of welding them into a marketable, financially viable unit.

With 4,000 employees, the "shoulders to the wheel" approach at Clydeside could not be reproduced. The problems were more conventional ones like motivating management around a new identity and countering a general atmosphere of decay and uncertainty on the river.

Butler's strategy has been to retain individual yards as profit centres, giving a high degree of management autonomy and therefore responsibility for success or failure. He says he expects the same treatment from British Shipbuilders. "You back the people you pick to do the job and if they muck it up, fire them," he says.

This is a simple enough approach, but it also had to fit in with Butler's plan to win agreement for flexibility of working and guarantees about industrial peace from his workforce.

As on the Clyde, this has been achieved partly with the help of a productivity bonus package—in the case of the Tyne a deal was based on pay-

offs for value added into contracts by the combination of labour effort and the company's other resources.

The first steps in industrial democracy have been taken with the establishment of monitoring committees to ensure efficient progress of orders within each yard.

These committees involve employees at all levels and, to help their effectiveness, representatives have been given training in disciplines outside their normal experience, whether this is financial accounting or a welding technique.

When sufficient experience has been gathered, Butler expects to see nominees from the shopfloor joining the boards of the individual yards and the main group Board. But he supports his trade unions' view that the individuals selected should only serve for a period before returning to their tools. "I believe that in a company of small units, like ours, we can make a rotating system of board changes work all right," he argues.

### No strikes

He accepts that management cannot expect trade unionists to make guarantees with nothing in return. Tyne Shiprepairers has a one-year no-strike deal, but it also has—unique in British Shipbuilders



Mr. "Rab" Butler, who heads the biggest nationalised shiprepair group as well as owning his own shiprepair company.

—an undertaking that there will be no redundancies in that period.

This is an undertaking which means a great deal to shiprepair where no one, even in better times, can ever be confident about where the next job will come from. Workforce depends mainly on owners' decisions to maintain ships to a high standard or to convert their ships for new purposes, and partly from those ships which have had accidents.

The fact that the group is carrying a fixed labour force but an uncertain workload means that everything possible has to be done to fill the berths. This, not surprisingly, has led to bitter criticism from private sector shipbuilders on the river that Butler's group is cutting rates in order to win work and that it can only do so because its losses are underwritten by the Government. Butler has to admit that

the group is still making losses —he doesn't say how much—but forecasts break-even next year. Turnover has increased from £30m in 1977 to a forecast £30m this year.

At the moment until November 13 Butler and his trade union leaders are scouring Europe for work in the first major joint union-management marketing push.

When he gets back, Butler will have plenty on his mind. On the Tyne, apart from the remorseless task of filling 18 berths, he is trying to launch the group as a force in the offshore world and has hired the consultancy services of Alpo J. Tokola, a U.S. oil expert, to help.

So far, the group has taken no order for the empty shipyard which is ready and waiting. He is also planning, at a date yet unfixed, to reopen the long-closed Greenwell dry dock in Sunderland at a time when about making money.

British Shipbuilders is being forced to consider shipyard closures elsewhere.

In his private sector interests, which he reckons account for about a day a week of his time, possible schemes come and go. During the summer Butler sniffed unsuccessfully round the Neorion shipyard in Greece for a possible management contract to reopen it and he says he's still very much in the market for this type of project.

Wearing his Clydesider's hat, he's even considering going into the troubled shipowning business, by buying a damaged cargo liner, repairing her at Clydeside and putting her out to trade.

There are not many former shipyard platers in the list of British shipowners. Nor are there many owners, or ship-repairers for that matter, with Butler's brusque confidence about making money.

THE INFLOW of foreign investment into Spain in the first eight months of this year has increased by almost 80 per cent compared with 1977, having reached a total of \$380m. Trying to make hay while the good weather lasts, the Spanish Government has now decided to speed up the processing of projects submitted by foreign investors.

So far all applications have had to be considered by the Cabinet. In future those for an investment of less than Pta 300m (about £1.8m) will be dealt with by an interdepartmental committee and only if this cannot reach a unanimous decision will they go to Cabinet. In this way, it is hoped, only 15

per cent of all applications (representing, though, 75 per cent of the volume of proposed investment) will have to go the long way of Cabinet approval, while the remaining 85 per cent will be dealt with more speedily at a lower level.

However, attractive as the Spanish opportunities still appear, too many of the problems of transition from the old to the new system of political and economic management are left unresolved. Politicians were preoccupied with the constitution, adopted only this week, and now will turn their attention to the Basque problem and elections. Even the civil service and industry seem to be giving only little thought to



business legislation required for a transition from the strictly regulated economy of the Franco period to a more competitive system and to preparation for the accession to the European Communities.

The establishment which is expected to give effect to new policies remains largely un-

## Spain woos investors but is slow to legislate

BY A. H. HERMANN

changed and does not display any great initiative. Some of the old laws are simply ignored as politically unacceptable but have not been replaced by new rules: some of the prices have been freed while others remain controlled and those manufac-

turers squeezed between rising prices of raw materials and controlled prices of their products (and obliged to keep all their employees on the payroll) can only hope that the law makers will come to their rescue faster than bankruptcy hits them.

As before, the Government can still order the banks to provide credits to individual firms, whether the money is needed for expansion or to avoid insolvency. Banks in turn receive allocation of funds accumulated by the savings banks. But all this is supposed to come to an end as part of the changeover to a free money market.

It is evident that not only separate statutes but the whole body of business law will have to be revised to achieve a balanced unfreezing of prices, to make sensible arrangements for the operation of the internal market, to create a money market and to provide for the co-existence of the private and publicly owned industry under new conditions.

Company law and industrial relations are two areas where the need for legislation is widely recognised. The Employers' Confederation seems ready to give up the present system under which a board consisting mainly of non-executive directors is dominated by one or two executive directors and to adopt the German system of two-tier management. However, the Communist proposal that workers should have a 20 per cent representation on the supervisory board—a very modest proposal compared with the reality existing in Germany—is seen by the employers as a first step towards nationalisation.

The Communist Party coun-

ters these fears by emphasising that the workers' representatives on boards, though nominated by politically affiliated trade unions, should not be political bosses but rather "technical experts."

Professor D. Julio Segura, member of the Central Committee of the Communist Party, is opposed to central planning, favours a market economy with mixed public and private ownership of industry and underlines that, though Marxist, the Spanish Communist Party is no longer Leninist. Listening to him one soon gains the impression that participation of workers' representatives on supervisory boards of companies is not the method chosen for nationalisation of industry. This is more likely to be attempted by further takeovers by INL, the government's holding company which already con-

trols some 300 companies. As Director of INL's Economic Research Foundation, Professor Segura is busy mapping out the penetration of public ownership into various industrial sectors, including high technology and secondary industries. According to him, the INL policy should be to take over companies and sectors of the economy given up by the capitalists as immediately unprofitable but possessing the prospect of medium-term profitability. It is obvious that the code for public enterprise, still in a very embryonic state, is an urgently required piece of business legislation.

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## The Travel Industry

When Britain's travel agents gather in Spain this weekend for their annual convention there is likely to be a mood of short-term optimism. But among topics of concern are commission levels, consumerism, air traffic delays and overbookings.

### Another good year ahead

By Arthur Sandles

IT IS perhaps apt that Britain's travel agents, tour operators, airlines and shipping companies, not forgetting the car hirers, the coach operators, the railways and the credit card issuers, are gathering this weekend in Torremolinos for their annual jamboree. The Association of British Travel Agents' annual convention is usually held overseas and this year its venue puts it right in the heart-lands of the British foreign travel trade.

It is British tourists, plus a few Germans, Dutch and Danes, who made Torremolinos what it is today, a world of tower blocks, discotheques and post-card shops. Without sun-hungry peace, calm and co-operation so northern Europeans it might still be a sleepy fishing village, earned.

picturesque but slowly dying thanks to a sea which is running out of fish stocks and a spectacular hilly backdrop which looks beautiful but is back-breaking to cultivate. Rural charm or progress, both have their prices.

The travel industry will gather in remarkably good spirits. If there still is an economic recession there has been very little sign of it in the travel world this year—at least in Europe. It is on the other side of the Atlantic for once that dollar problems and basic uncertainties have been added to major upheavals within the industry itself, notably from the now elevated Mr. Khan of the Civil Aeronautics Board, to provoke long faces. Anyone making the transfer from the U.S. travel convention, ASTA, held this autumn in Acapulco, to the British equivalent (they are the world's two largest such gatherings) might find more cheer among the Europeans.

Not that the British travel industry is without its turmoil. Travel people, like farmers, never find their commercial climate perfect. In common with tour operators throughout northern Europe, the British suffered at the hands of the French air-traffic controllers, although this summer was all shops. Without sun-hungry peace, calm and co-operation so northern Europeans it might still be a sleepy fishing village, earned.

They are increasingly alarmed about the impact of direct selling on the British market, adding to their present concerns over incentive marketing competition among the major chains and the impact of new technology in the retail business.

In their perverse way British travel agents and operators will be particularly pleased about the disastrous UK summer this year. Most would now argue that the glorious warm months of 1976 are probably erased from the memory of the British consumer and that the UK resident is likely to look to foreign shores for its sunshine once more in future.

### Emphasis

To understand that one must understand the fact that the British travel marketing industry is orientated towards the sales of foreign, not domestic, products. Although there are signs of some change British tour operators and retailers are rarely aggressive in their marketing of UK products. Selling domestic travel is, argue the agents, not sufficiently remunerative, and thus much of the internal business is done by direct communication between the consumer and the companies concerned.

This emphasis on foreign travel rather than domestic makes the mood of the ABTA

convention peculiarly sensitive to external factors such as the value of sterling and the present position in air fares. With sterling rising high and air fares falling in relative price it is hardly surprising that the mood is one of optimism.

However, although the travel industry is one of sizeable consequence to the British economy as a whole, those involved in it tend to concentrate on the problems of the particular rather than the general. Thus when the prime movers in the British travel industry gather in Spain they are likely to concern themselves with commission levels and the intricacies of intra-industry relationships rather than the role of travel in the grand order of things. Whether a client is sent to Bournemouth or Benidorm is likely to depend more on mark-up than national interest.

In the end the fortunes of the travel industry are very much tied to those of the global economy and thus the holiday companies pay very close attention to likely economic trends. For the moment, of course, this is one major source of concern, since the fortunes of the Western world show few signs of being on the road to permanent recovery. It is perhaps for this reason that much of the travel industry, while taking an optimistic view of the number of bookings expected next



A Boeing 747 Jumbo jet which British Caledonian Airways has leased from Aer Lingus. The aircraft will be used by B.Cal. for most of its Houston services through the winter, replacing the narrow gauge Boeing 707 (background)

year compared with this, is by good one for business, as will Europe and the U.S. will be and long-term open-mindedness. Commission levels, consumerism, air traffic delays and overbookings are all likely to crop up in debate and conversation, but it is the depth of consumer pockets that is really going to count at the end of the day.

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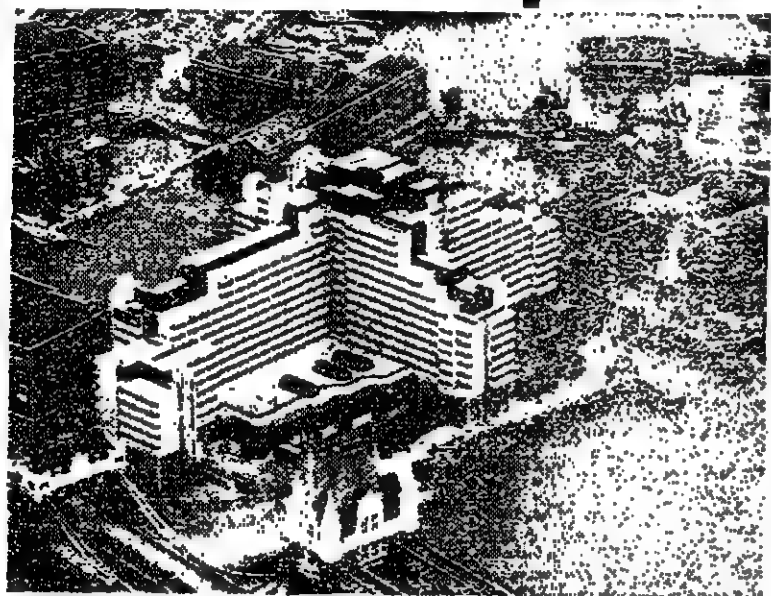
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## THE TRAVEL INDUSTRY II

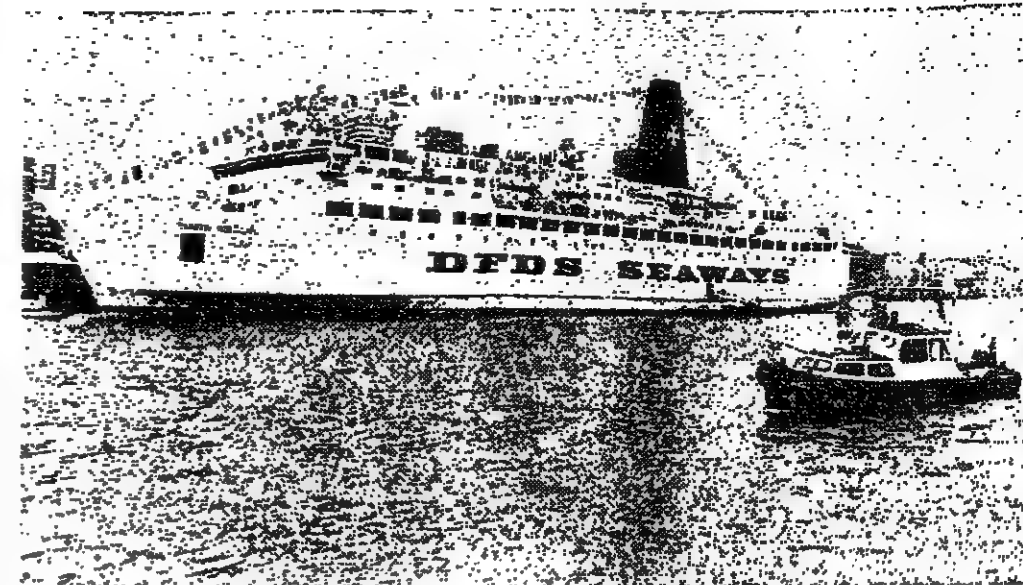
# Tour operators come up smiling

ALTHOUGH THE French air traffic controllers did their best to make things difficult in the summer British tour operators are likely to turn in pretty healthy profits when the results start coming in. This is partly due to accident and partly to design, partly to the weather and partly to steady economic fortunes within the British economy.

The key to operator profitability is, of course, load factors — ensuring that as many as possible of the airline seats offered to customers are in fact sold. Bedroom bookings can be cancelled. An aircraft has to fly whether it has 70 of its 100 seats filled or 99. Most tour operators start to feel relieved when their load factors get above 82, although price competition has forced some to make their calculations on a higher expected success rate. Some operators, on some tours, have been running above 85 per cent in the past summer, which means very good news indeed.

### Modest

The French air traffic controllers dispute may have done less financial damage than has been suggested. Cosmos let a small cat out of the bag by saying that if its compensation scheme for delays had been in force over the past year it would have cost less than £100,000 which, considering it carries around half a million passengers a year, seems a pretty modest sum. Direct seller Tjæreborg gave its lengthily delayed clients overnight hotel rooms and other aid, and still came up smiling as did market leader Thomson which laid on all manner of help



The Dana Anglia on the daily Harwich-Esbjerg route

and entertainment for affected customers.

But back to basics. The accident in this year of good fortune was the fact that the British Air-Charter fleet is at a pretty low ebb and while many companies were eager to add to their capacity for the summer of 1978, there simply were not sufficient aircraft in the fleet to handle a large increase in supply. Thus the number of holidays on offer was substantially lower than might have been the case if every tour company in the country had been able to expand its programme as much as it at one time planned.

This may not continue to be the case. Horizon, Global and Intasun are all companies which have expressed an interest in

forming airlines of their own and thus the total UK charter fleet might expand substantially over the next four years, particularly as British Airways and Laker are both re-equipping as well.

The design in the formula for profit in 1978 was in that those majors which did have the potential for immediate expansion — Thomson, Cosmos and British Airways had the muscle to get jets if they were really determined to do so — preferred to think in relatively modest terms as far as their expansion was concerned. Of the bigger companies only Intasun made a really determined push for additional traffic on a substantial scale, a market aggression which got it into self-admitted

administrative problems and eventual fines for failing to notify clients about over-booked hotels.

As far as the weather is concerned Mother Nature has been on the tour operators' side for the past two summers at least. The British peak season has suffered so badly from unfortunate weather conditions that the old British habit of planning for sunshine abroad rather than at home has been reconfirmed.

But probably the single most important factor in the steady increase of British tour operator fortunes in the past couple of years has been the reduction in alarm about the prospects for the British economy. Consumer confidence would appear to be at a somewhat higher level than it was only two years ago and there is an apparent willingness to spend more on such transient items as travel. Whether this mood will continue into the future depends of course on the success of the Government in controlling inflation. Another bout of double digit price rises could severely hit such a vulnerable consumer spending area as tourism.

Among the tour operators themselves there has been little sign of major upset. Apart from the growth of the American market — which has now even tempted the ever-eager Cosmos into the market — the formula

seems very much as it was before. There are indications of a continued concentration of custom towards the two ends of the market — the household name majors and the personal attention oriented smaller companies of the type which tend to be members of the Association of Independent Tour Operators.

America seems to have been very much the success story of the travel business in 1978. Until fairly recently the traveller to the U.S. was left very much to his own devices with only a few specialist agencies involving themselves in the market. This has now changed. A rise of nearly a quarter in the number of Britons going to America in the early part of this year confirms the accuracy of operator forecasting and cannot but bring smiles to such companies as British Airways, TWA, Jetset, American Express, Thomas Cook and, of course, Laker. Almost everyone is adding even more capacity for the summer of 1979 and, with the dollar performing in its present distressing way (for the Americans that is), the destination must be one of the better bets for popularity. Even the ski tour operators are showing an interest in the American resorts, concentrating for the moment on trips to the Rockies.

### Bounce

Nonetheless, it is to Spain that the British tour operator business continues to look for the bulk of its business. The Spanish travel industry has shown itself able to withstand sizeable commercial knocks in recent years and still bounce back as the first choice for the majority of British holiday-makers abroad. At the moment the main concern is about Spanish inflation, with many operators worried that after a period of fierce negotiations over rates the Spanish may have to let standards slip in order to stick to the contracts that many operators have signed.

This weekend the Spanish will be out to show that this is not going to be the case and that the Costa del Sol will remain the heartland of British tour operating for many years to come.

Arthur Sandles

## Agents adopt a wary stance

THE FACT that such travel giants as British Airways, Thomas Cook and Grand Metropolitan Hotels have all come in for abuse from travel agents in recent months is an indication of the sensitivities of the business these days. The State airline was in trouble for planning to call sales outlets "discount" centres when the fares offered were no different from what could be obtained elsewhere. Thomas Cook was criticised for trying to woo custom with an array of special offer items (Hertz and Avis had to utter hurried denials that they were giving Cook particularly helpful rates); and Grand Metropolitan Hotels changed an advertising campaign after agents had complained that the company was trying to by-pass them and get direct bookings.

The alarm of independent agents in the face of a rapidly changing marketing world is understandable. They operate on sales commissions which vary according to the type of deal (the worst is around 5 per cent, the best can be 20 per cent, although sometimes more with houses, with the bulk being in the 8-12 per cent range) and while the travel industry has not been showing spectacular growth in recent years, retail costs have. So, as rates and other overheads rise, so the retail agent worries more and more about his margins.

At the moment retailers have enormous commercial power. Very few travel principals could stand, hand on heart, and say they could do without the agents. An agent boycott of even British Airways, Thomson, Avis or Hertz, names chosen simply for their brand leadership, could be severely damaging, and these companies, along with lesser names, go to great lengths to show that they are the retail agent's friend. But still the agents worry.

There is little doubt that two names keep occurring in the nightmares of agents — Tjæreborg and Vingtor. These Scandinavian companies are patently successful in the other markets in which they operate and both are currently entering the British market on a substantial scale. Neither deals through travel agents. The retailers believe that if Tjæreborg and Vingtor succeed in their travel sales outlets and travel objectives in carving a substantial piece of the British market, with for themselves, some British tour operators may be tempted turning to those who can be to follow suit. It is for this helpful, and the light users reason to any move by UK operators from whom they expect operators which suggests a pret less and less in the way more intimate relationship with of service. The consumer — witness the By using new technology these

recent furore of Horizon Mid-lands move to open a retail outlet in Nottingham.

However, even if the travel agent's perfect world would be one in which he prescribed holidays for customers who otherwise could not buy them, the marketing side of travel is likely to become more of a rough and tumble in the future than less.

Two areas of activity indicate the routes which retailing might take in the years to come. One, direct selling, has already been touched upon. The expansion of direct selling is likely to provoke the present companies to concentrate even harder in the future than they have in the past in building themselves a strong brand identity in the minds of potential customers. This may not change the role of the travel agent as a taker of reservations, but it would certainly reduce his role as an influencer of decisions. Just as the modern supermarket has almost no power of guidance over a shopper other than stock and display, so the future retailer might increasingly be dealing with customers who have already made their decisions. It is a road which has already been trod some distance by the industry.

### Moving

The second activity is one which some agents seem hardly aware of. The business travel section of retailing is rapidly moving off High Street and, in some instances, rapidly acquiring new technology. Business travel is increasingly concentrating itself in the hands of those agents who are able to offer 24-hour worldwide service and who are prepared to build a working relationship with the client. More and more the companies involved have moved from shop fronts to office blocks, cutting themselves off from the normal world of holidaymaking and preferring to reap instead the rich pastures of first class travel and high credit ratings. One such agency gives its customers the home numbers of more than 30 staff for contacts should anything go wrong or any special service be required. Thus it would seem that the long predicted division between Vingtor and its travel sales outlets and travel objectives in carving a substantial piece of the British market, with for themselves, some British tour operators may be tempted turning to those who can be to follow suit. It is for this helpful, and the light users reason to any move by UK operators from whom they expect operators which suggests a pret less and less in the way more intimate relationship with of service. The consumer — witness the By using new technology these

advisors are able to shed more and more of the paper work and devote more time to the actual customer. Although some in the industry might feel the company to be a little extreme in its enthusiasm for technology, for example, a baffling array of Travicom screens which give direct access to airline computers and, in Datasab, a computer system which simultaneously writes tickets and invoices. Says Worldmark chairman and computer buff Mr. Trevor Wagstaffe: "Some people think these are toys and just leave them in the corner to look at from time to time. They do all the writing and leave the staff to do what they should be doing, helping the client." It is all a long haul from the ball point pen and a telephone.

Clearly substantial capital investment is required to compete in this field, but the retailer of the future could find himself increasingly under pressure to raise the funds for such projects.

The other worries that travel agents have at the moment include the problem of "bucket shop" tickets — caused by the traditional market forces of official prices being too high on some routes but there being an ample supply of seats which somehow find their way onto the black market. The problem has been largely eliminated on the North Atlantic by the official fares war, but in other destinations it is as severe a problem as ever, robbing the travel agent of custom and sometimes placing the traveller at financial risk.

All in all then it is surprising that the travel agents of today manage to get any sleep at nights. Nonetheless there will be some smiling faces in southern Spain this weekend. After all a travel business, without a few worries would be a dull business indeed and there have been plenty of people eager to write of the relaxation for the past decade without much sign of any immediate demise.

A.S.

## TRAVEL INDUSTRY SURVEYS 1979

The Financial Times is planning to publish a number of surveys relating to the Travel Industry in 1979. The titles and proposed publication dates are listed below.

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## THE TRAVEL INDUSTRY III

J. J. J. J.

## Cruising still manages to retain its appeal

**PASSENGER SHIPPING** is fixed in the public mind as an area of magnificent decline: its past immensity greater than its present.

Like most images, this one is accurate up to a point. Passenger ships will never again dominate the international transport scene: but the 100 or so genuine passenger vessels which remain in service are by no means short of employment and the business of running them is not small by any standard.

Conard has only three ships, but they generate a turnover in excess of £50m a year. P & O, still one of the foremost names in passenger shipping, has a turnover of over £100m from its cruise operations.

## Demand

Mr. John Lancaster Smith, director of the Passenger Shipping Association, a London-based organisation financed by the 37 companies of various nationalities which retain an interest in the UK cruising scene, believes strongly that the industry is heading for a level of demand which it will be unable to meet with its existing tonnage. "Assuming that the world economy does start to grow and that there is peace, I am sure that we can expect to see the cruise market buoyant and making wider appeal," he says.

At present, this market is wide in terms of spread across different social groups, but in terms of the total travel industry, small in number. In 1978

about 80,000 cruising berths will be offered out of the UK and in addition another 50,000 people will fly from Britain to join a cruise at some foreign port. The UK market, now comfortably the biggest, has just passed the 1m passengers per annum mark and in Australia, in per capita terms the most cruise-mad country in the world, the numbers are about equal to those cruising from Britain.

Even these figures, however, overstate the numbers of customers involved. P & O says that around half its cruise passengers are repeat bookings, thus narrowing even further the size of the cruising population, but also pointing to an important marketing strength for the shipowners.

The owners involved are an interesting mixture of long-established names and newcomers entering the business in the traditional shipowner fashion by buying up an old unwanted ship, investing it with a new marketing angle and using this as a base for expansion.

In tonnage terms, the British fleet remains the largest, with 13 cruise liners of 321,538 grt, although Italy and Soviet Union each has 18 ships.

P & O remains much the biggest UK operator following the shake-out which saw long-established names like Union Castle and Shaw Savill leave the passenger liner scene after many years of service on famous routes such as the Union Castle service to South Africa.

P & O has seven ships in service with a newcomer, the

Kungsholm (to be renamed Sea Princess) due out of a German shipyard in January after a £5m re-fit. P & O Cruises now has almost 60 per cent of the UK cruise market and a strong presence in Australia and the U.S.

Mr. Harry Spanton, the company's managing director, who has seen the cruise operation emerge from being a cautious Cinderella of the P & O group in the past at which its £8.1m profit last year, sustained into the present year unlike many other parts of the group shipping portfolio, became if not the group's fairy princess at least a reliable coachman.

Costa Line of Italy and the Chandris companies of Greece are also among the biggest in terms of tonnage, but in terms of growth the company which catches the eye at the moment is Carnival Cruising.

This company formed by a former executive of the Norwegian Caribbean company, recently bought the former Union Castle liner Vaal, has contracted to build a new ship

in a Japanese yard and is engaged in a continuous search for different cruising areas, responding to changes in holiday fashion.

Mr. Lancaster Smith, for example, has been asked to advise the Seychelles Government on its possible future role as a cruising base and Mr. Spanton believes that one of the most traditional cruise areas, the Mediterranean, is due for a renewed period of growth, particularly with fly-cruises for Americans.

Whatever the cruising area, the vital principle for the modern ship operator is maximum use of an expensive capital asset—something which has been achieved by switching vessels from base to base according to season or by appealing to different markets, such as educational cruises or round-world voyages from the same base.

One other way of maximising usage is to build dual-purpose ships and a number of experiments of this kind have worked with smaller cruise ships. With ferries, of course, the principle

of dual passenger and cargo rules is fundamental.

Some of the Fred Olsen vessels, for example, have successfully combined cruising to the Canary Islands with shipping tomatoes and spending a peak summer period as a UK-Scandinavian ferry. On a simpler scale, modern ferries on some of the longer North Sea runs—such as the latest additions to the DFDS fleet—are sufficiently comfortable and attractive in their own right to make the "mini-cruise" holiday saleable.

Ferries in general have, of course, carried passenger shipping through a difficult period and on certain well chosen short-sea routes, such as the English Channel, provided handsome returns for the operators. With no sign that either the car holiday abroad or the growth of Britain's trade with the EEC are about to halt, business prospects in this sector continue to look good.

**Ian Hargreaves**  
Transport Correspondent

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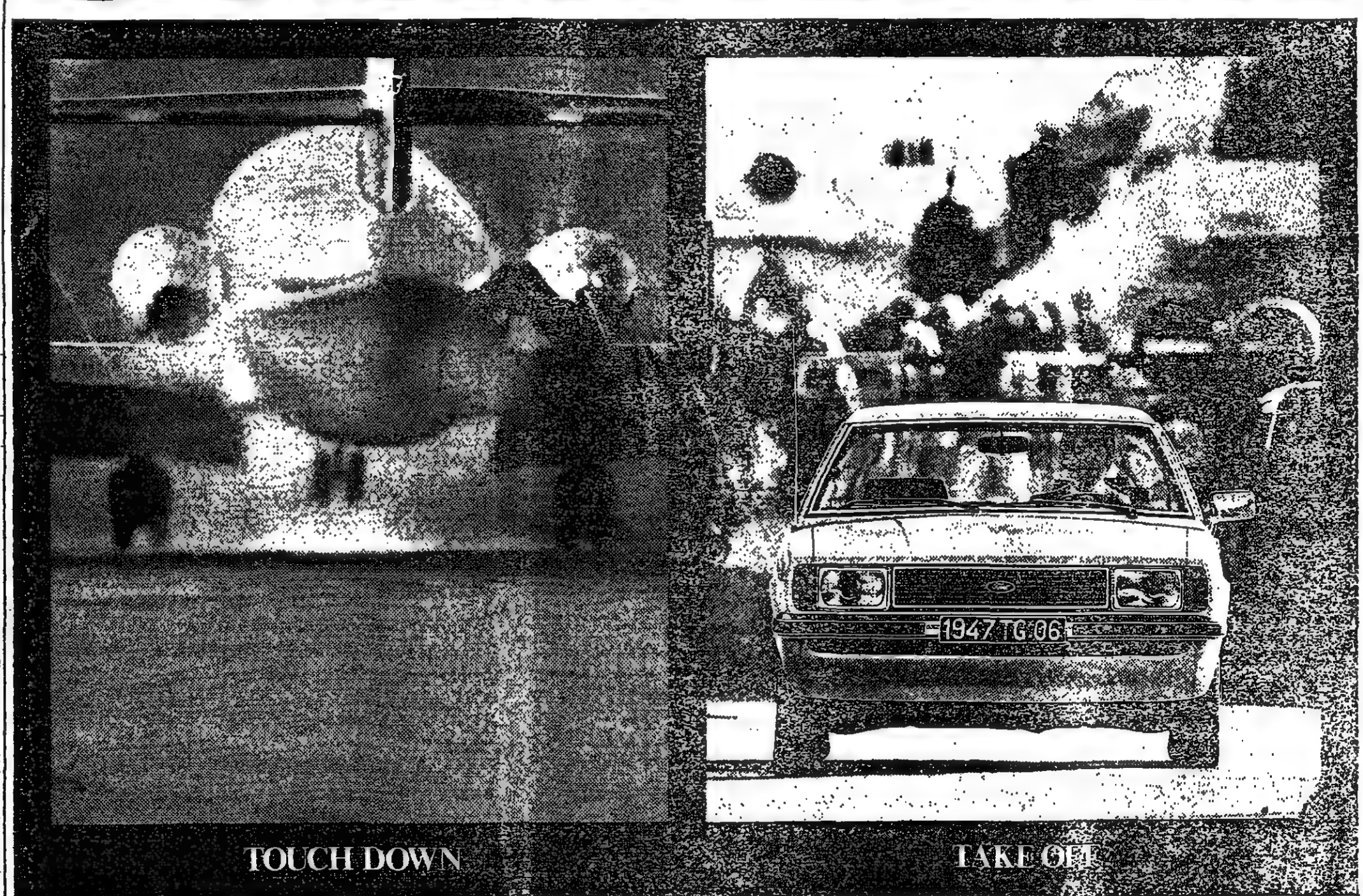
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Britain's 10m  
visitors

TO MANY North Americans Britain is Robert Morley. Only a few weeks ago he was floating, like an overcast cherub, high in the skies above the fields of the Surrey/Sussex borders in a balloon, filming a commercial which will be shown, I imagine, in the U.S. this winter. The delightful Mr. Morley is under contract to British Airways and unarguably does a magnificent job for both the airline and this country. There are many who think he will have to work even harder than usual.

It is hardly a secret that the American economy is taking a beating these days. So frequently do the fortunes of economics and the international money markets change that it would be foolish to predict what might happen this week-end but, by now, it scarcely matters. American consumer confidence may have been reduced at just the wrong moment. The nervousness that was being displayed in the American market towards the end of the summer will probably be underlined as the television news shows tall tales of inflation and pay policies (interspersed, of course, by performances of Mr. Morley in his balloon) and as neighbours recount their exploits with dollar bills which no one has been keen to change this autumn.

By and large it looks as if Britain and the world's other major travel destinations will have to look elsewhere for growth.

Fortunately the British travel industry has been doing just that over the past couple of years. Increasingly, greater emphasis has been placed on nearby Continental countries as well as on encouraging traffic from the Middle and Far East. The evidence is there for everyone to see. Arab visitors may be apparent in large numbers in the streets of London, notably in that second Gulf that lies between Knightsbridge and Earl's Court, but it is the Germans, Dutch, French and Scandinavians who are packing the camp sites and small hotel car parks of Britain's coast line.

And yet there are those who feel that Britain may have to work even harder to get those non-American tourists. While visits from the U.S. rose this year (figures for more recent months are expected to show a changing trend) probably as a result of drastically reduced air fares, the number of tourists who came to the UK from Europe showed a marginal decline. A weak pound gave Britain a reputation for being a cheap country and brought tourists here who were really only coming for the shopping. Now the pound is stronger and inflation has taken up much of the price slack. The need now is to ensure that Britain does not become too expensive, as Sir Henry Marking, chairman of the

British Tourist Authority, has been at pains to point out recently.

The performance of the market over recent months has served to indicate just how sensitive tourism is to outside forces. What seems to be fairly minor changes within a country can produce dramatic results outside.

This is a matter of no small import to the British economy. Tourism is now the nation's biggest invisible export earner, having recently overhauled insurance. Last year foreign visitors spent £2,750 in the UK and on British aircraft and ships—more than £1.1bn more than was spent by the British abroad. The British Tourist Authority, which is seeking a rise in its budget for the forthcoming year, makes the point that some 1.5m Britons rely on tourism for their jobs and even produces such fascinating statistics as the fact that more than a quarter of all British footwear and textile exports actually leave the country with the tourists who buy them.

## Helpful

It is debatable, of course, what role the BTA can take in increasing the number of tourists although most consumer organisations might feel its £10m budget to be modest in marketing terms for a £2,750 sales turnover. The BTA itself argues that it not only promotes Britain but actually smooths the path between seller and buyer. It is particularly helpful to smaller organisations which might not, of themselves, be able to sustain major marketing operations around the world.

BTA workshops, a system whereby teams of British tourist facility salespeople are introduced to potential tour operators, travel agent and airline buyers, have been particularly successful both in their appeal to the trade and in producing business.

There is no doubt, however, that the BTA is going to find its task an increasingly uphill one in the future.

Nonetheless, considering Britain's late entry into the real competitive world of tourism the success of the nation has been remarkable. Only ten years ago the thought of there being 10m visitors a year to the UK was one which produced headlines of horror and disbelief. Britain had neither the bedrooms nor the touristic expertise to handle such a business. The growth came, however, and now the English Tourist Board is talking in terms of a rise of a third in domestic travelling by the early nineteen eighties and of more than half again of foreign bednights by 1985.

It may be good for the economy, but there may be some Londoners who, reading those figures, may hope that Mr. Morley does not try quite so hard.

A.S.



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# Cheaper fares have meant an upheaval for airlines

OVER THE past year, the world's airlines have undergone a major upheaval, stemming partly from a resumption of growth in air travel after the industrial recession of the mid-1970s, and partly from the widespread introduction of cheaper fares aimed at stimulating the mass travel market.

These two factors have had varying effects in different parts of the world. Inside the U.S., where the pressures for cheaper fares have been especially marked as a result of the consumerist policies pursued by the Civil Aeronautics Board, with the warm approval of President Carter, rates for passengers have been cut dramatically, resulting in sharp increases in traffic which have also resulted in turn in substantially improved profits for the airlines.

In short, in the U.S., the cheaper fares policies appear to have worked to the airlines' benefit as well as to that of the passengers.

## Traffic

Outside the U.S., however, the result has been less predictable. On the North Atlantic, the scheduled airline-members of the International Air Transport Association admit to having carried close on 20 per cent more passengers in the first seven months of this year on scheduled services, with big rises in both cheap economy-class traffic and also in first-class travel. At the same time, however, the low-fare charters both independent and IATA-run, which formerly were gaining

traffic on the route at the expense of the scheduled operators, have been badly hit, with the IATA carriers' own charter passengers down by about 22 per cent. At the same time, there is some doubt whether these cheaper fares on the North Atlantic have done much to improve revenue yields, which have risen by a very much smaller amount (one estimate is 5 per cent), indicating that some airlines may have lost substantial sums this past summer as a result of the cheap-fare deluge.

The international scheduled airlines are now reviewing their past summer's results, and it seems likely that they will be inclined to proceed much more cautiously this winter and next summer in extending the cheap fares philosophy, not only on the North Atlantic itself, but also in Western Europe. In fact, so concerned are some of them at the effect of rising costs on declining revenue yields, stemming from a rapid introduction of cheaper fares, that they have already sought some small increase "across the board" in North Atlantic fares this winter, and plan to seek further rises from next April 1.

So far, these bids to raise the overall fares "plateau" while retaining the differentials between the various classes of fare, have not been met with any enthusiasm by the regulatory authorities on both sides of the Atlantic, with the U.S. Civil Aeronautics Board rejecting a bid for rises by Trans World Airlines, and the UK Civil Aviation Authority refus-



Skytrain popularity produced long waits for some travellers, but others suffered as a result of industrial action. While Spain's services saw a smooth summer it was the French air traffic control delays which caused problems

ing to allow economy fares to rise while permitting some small rises in other rates along with a simplification of the basic fares structure. It remains to be seen for just how long the two regulatory bodies can sustain this opposition to fares increases, in the light of the airlines' own rising costs and continued pressures for rises.

But in order to ensure that they can accommodate an increasing number of low-fare passengers without entirely losing track of their higher-fare

travellers, the major airlines have turned to a restructuring of their basic in-flight service concepts.

So far, this has taken the form of introducing the "three-class" cabin concept, dividing their aeroplanes into First-class, a new Full-Fare Economy class cabin called by various names (such as Club Class by British Airways, Full-Fare Coach by TWA, and Clipper Class by Pan American), and a Discount or Thrift Class for all types of cheap-fare traveller (whether Stand-By, Advanced Purchase, Excursion and so on), with varying standards of comfort and service in each.

In this way, the airlines believe that they can segregate the various classes of traveller according to the fares they pay, so that appropriate standards of in-flight service can be given to each, without risking the problem that became acute this summer of having full-fare economy passengers riding in the same cabin and getting the same standards of service as a cheap Stand-By or other discount fare traveller.

At a later stage, when proposed changes in the rules governing the standards of in-flight service laid down by the IATA are amended (as part of that body's own efforts to bring its methods up to date), it will become possible for individual airlines on any given route to compete with each other more directly in the quality and quantity of meals and other types of in-flight cabin service they provide.

These changes in the IATA rules are also likely to offer the most convenient way of reducing air fares in Western Europe, where traditionally the rate charged for each passenger-mile flown has been consistently higher than for many of the world's long-haul routes, such as the North Atlantic.

Basically, among a number of innovative decisions approved by the member-airlines of IATA this past summer, it is intended that, subject to government approvals, they should be able to opt out of the past somewhat rigid fare-fixing conferences of the Association, and instead negotiate fares directly with

each other on a bilateral basis. This should make it possible, for example, for British Airways and Air France to agree between them on direct fares reductions on routes between their two countries, without having to go through the time-consuming IATA procedures, risking thereby having their plans blocked by other airlines who do not approve of them even although they are not directly concerned with them. The new IATA plan, in effect, should give airlines, and their governments, a much greater degree of freedom to bring down European fares, if they choose to do so.

The question is, will they choose to do so? It is already clear that some, such as British Airways, are anxious to reduce European fares, but in a more controlled manner than has been the case in the North Atlantic, probably by a continuation of the special off-peak, advanced purchase excursion and other promotional rates which that airline has already sought to introduce on a selected number of European routes this winter.

## Changes

But some other European airlines have also indicated that they are not anxious to see fares cut by substantial amounts. The volume of protectionism in European air transport is much greater than in other parts of the world. The existing complex system of pool agreements and bilateral pacts makes it difficult for one airline, like British Airways, to cut fares if its partner in the pool or bilateral chooses not to do so. This factor alone seems to indicate that the wind of change on fares will blow rather more slowly through-out Western Europe than it has done on the North Atlantic.

At the same time, however, the pressures for cheaper fares in Europe are already strong, and are likely to intensify, both directly from consumers who have seen what cheaper fares can do on long-haul routes, and from charter operators who are already capturing a substantial share of the European short-haul holiday travel market with cheap inclusive-tour rates and who can be expected to extend

their attack in the period immediately ahead.

The U.S. itself, although not directly involved in intra-European traffic, is nevertheless taking an increasing interest in what goes on there, if only because many of the U.S. airlines flying to Europe carry U.S. citizens who fly on with other European airlines. While the Civil Aeronautics Board may not be able directly to dictate a cheaper fares policy within Western Europe, there is no doubt that its influence will be pervasive and may eventually be successful in cutting rates.

What is clear in the current world air transport situation is that there is an expanding future. The forecast for the next few years is for an average annual growth rate of about 6 per cent, varying upwards to close on 15 per cent in some regions of the world, such as the Middle East. This growth is already resulting in an upswing in re-equipment spending by the major airlines, especially as existing jet fleets grow older, more expensive to operate as fuel costs rise, and less acceptable at an increasing number of airports because of their noise.

The requirement is becoming increasingly plain for a new generation of quieter, more economic wide-bodied jets, in the short-to-medium range categories, following those such as the 747 Jumbo jet, the Lockheed TriStar and McDonnell Douglas DC-10 that are already available in the medium-to-long haul field. It has been estimated that, worldwide, the market for new jets of all kinds up to the late 1980s could amount to as many as 4,500 aircraft, worth more than \$40bn to buy.

To meet this need, the major manufacturers are offering several new types. Boeing is offering the narrow-bodied twin-engine 737 and the wide-bodied 767, while both Lockheed and McDonnell Douglas are offering derivatives of their existing TriStar, DC-10 and DC-9 aircraft. From Western Europe, the A-300 Airbus has begun to make a name for itself in world markets, and is now being followed by the smaller derivative, the A-310. Not all of this re-equipment will be due to the replacement of ageing existing fleets. A substantial volume of new aircraft will be needed also to meet the anticipated growth in traffic.

In short, what is happening in world air transport is that one era - that which saw the coming of the jets, and their steady evolution for nearly 20 years - is now coming to an end, and a new era of quieter, swifter, cheaper mass travel in a new generation of aircraft is evolving. Airlines, regulatory bodies and other organisations are adapting themselves rapidly to this changing situation, and in many cases even governments - such as the U.S. - have recognised the situation and are moving to meet it. By the early to mid-1980s, the world air transport system could be in a very different shape than the one we know today. If all goes as planned, it will be bigger, better equipped, cheaper to use, and hopefully more efficient. To achieve this result, much has already been done, and much is being done. But there is still a long way to go.

Michael Donne  
Aerospace Correspondent

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# Success for the car hire trade

CAR RENTAL is not only big business it is good business to judge by recent reported profits at Godfrey Davis and the generally cheerful noises coming from Davis' two major rivals in this country, the American owned rental operators Hertz and Avis.

Explanation for the buoyancy of trade last summer are not easy to find. A combination of factors lies at the modest but significant shift in the economics of the car rental business. Direct consumer car costs have been moving upwards rapidly over the past 12 months as new vehicle and component prices have hardened along with the cost of insurance.

At the same time the poor weather during the traditionally peak hire months of July and August would seem to have forced many tourists to choose motoring as a less inclement holiday prospect. At all events, Godfrey Davis had a record year. The company does not spell out its earnings performance in the minutest detail, but it is nonetheless clear that car

rental made a "full contribution" to a group pre-tax profit rise of very nearly 50 per cent during the year ended last March.

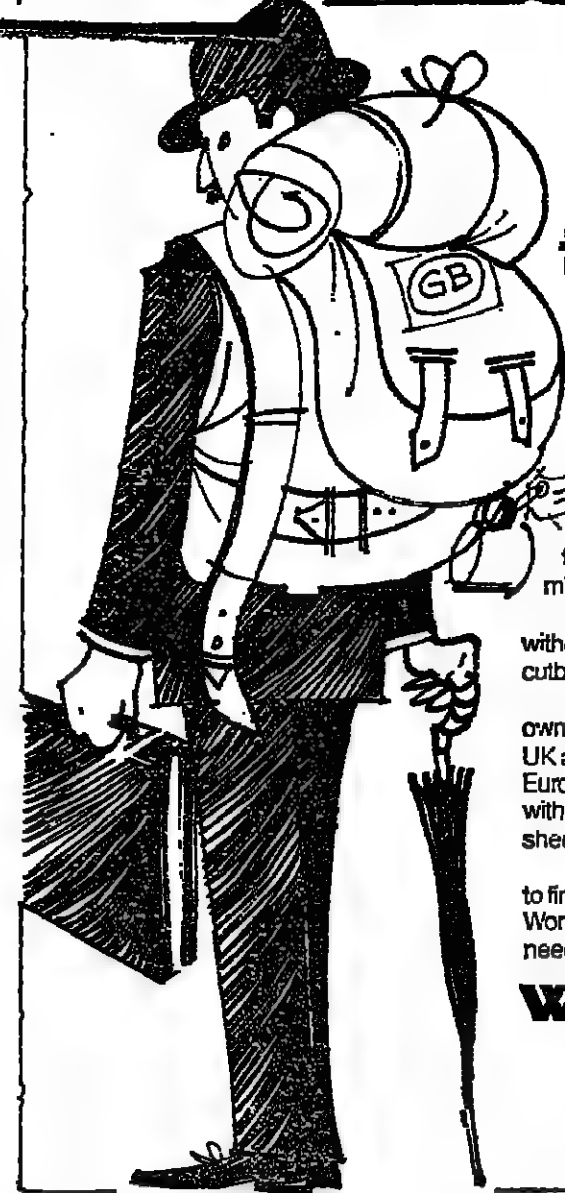
Car hire remains a seasonal business with the industry earning the vast bulk of its profits during April through to October. In recent years, however, the low season months have begun to assume a more prominent role. In the eyes of the average car hire operator, winter still conjures up images of windy, grey days spent staring at rows of unused cars through a rain-spattered office window. But it is fair to suggest that the car hire trade is far more smoothly spread than it was even five years ago.

Part of the answer to this is modest ironing out process lies with the so-called off season Rent-A-Car, package which is now such an integral part of the travel and leisure industry. The holiday side Heathrow and Gatwick airports have become so adept ports, as well as 10 other at drumming up custom the centres in the South East. "But whole year round that the trend we are now aiming hard for the is beginning to wash over on to local market," says the com-

CONTINUED ON NEXT PAGE



# Hotel industry is more optimistic



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ONLY A couple of years ago the hotel industry was in a pretty sorry state world wide. The years 1974 and 1975 saw a substantial slump in hotel revenues and profit performance in many parts of the world, a situation which was made more extreme in Britain by the coincidence of a substantial addition to the basic bed-stock. Throughout the world, although official published tariffs rose gradually, there was a considerable amount of discounting as hotel owners struggled simply to survive the recession.

## Tariffs

There is not only good commercial sense behind these promotions, but also the fear that tariffs which rise faster than general inflation are likely to prove a major travel deterrent, particularly if the currency of the host nation is stronger than that of its supplying countries—the lesson of Switzerland and Austria is not lost on the British hotel industry. Sir Henry Marking, chairman of the British Tourist Authority, has been among those who have expressed anxiety about the British hotel industry and its pricing in their latest report on the hotel

market consultants Greene, Belfield-Smith and Co. said: "U.K. hoteliers benefited from a declining pound against other currencies in 1976 and 1977. The pound has strengthened against other currencies this year or at least stayed static."

Tariff increases have been high over the past two to three years. It is imperative that hoteliers do not increase tariffs higher than our competitor countries."

These words may seem fine for someone who is selling tourism but may be a little worrying for those who have just seen hotel investment coming back into the picture as being attractive again. The one comfort for the British is that the UK is not the only country with wage and price inflation problems. Indeed ours are for once somewhat less pressing than others. Perhaps London room rates may not look so alarming in 1978 as some seem to think they will—at least in relative terms.

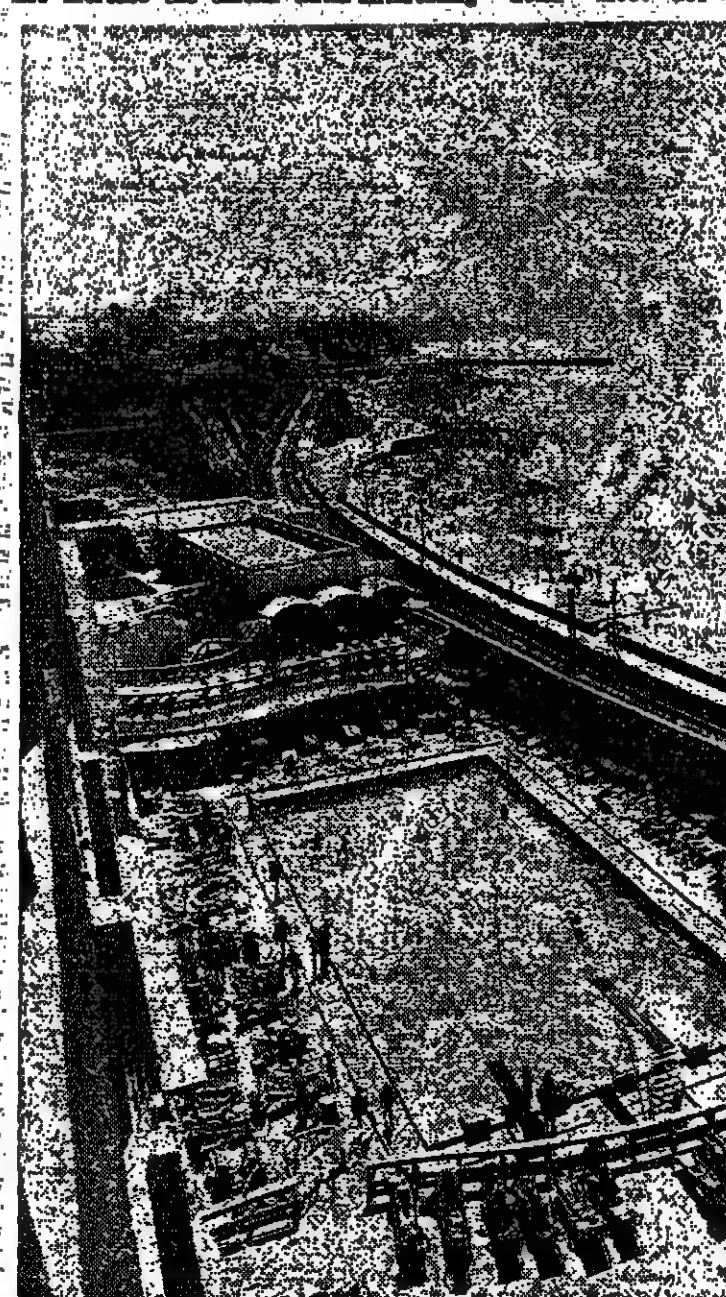
Arthur Sandles

This has not been done without some cries of alarm. In Britain the Price Commission took a long hard look at Trust Houses Forte Hotels, for example, and came to the conclusion that that company not only was "well-managed and forward looking" but also that its planned price rises were fully justified. The Commission report gave a fascinating insight into the industry generally and this company in particular. Illustrating the point about a revived market, for example, the report shows that THFH properties in London saw their occupancy levels rise from 74 per cent in 1973 to 87 per cent in 1977 and in other hotels from 62 per cent to 86 per cent, and that in doing so the company outperformed the average for the industry.

Nonetheless there have been signs in recent months that the growth curve in London at least is beginning to level off. Occupancy levels in the early part of this year showed signs of a wobble in London at least and indications from those travel agents who bring Americans to the UK are that things are not all that promising for the coming months. That does not seem to have reduced the amount of wheeling and dealing that is in the wind, both in London and elsewhere. Sir Charles Forte may have brought off the most spectacular coup with his purchase of several hotels from the troubled Lyons group but there have been many other interesting deals afoot—not

## Demand

The gradual rise in customer demand has meant that hotels have been able not only to eliminate the more extreme discounting practices that abounded in 1974 and 1975 but also increase the official tariff.



The Atlantic Hotel in Estoril on the popular Portuguese coast

## Car hire

CONTINUED FROM PREVIOUS PAGE

pany; its incentives to agents takes the shape of a 15 per cent commission.

Operations similar to these at Budget and Thrifty can to a large extent undercut the bigger boys, like Hertz, Avis and Godfrey Davis. But essentially the car hire trade is price competitive. It prides itself on offering solid value and service for service there is little to choose between the various companies. Shopping around will benefit the tourist, but he may be wise to remember that service and reliability counts where holidays are concerned.

The major home grown car hirer Godfrey Davis is participating in the general expansion within the industry. Capital spending on new cars alone this season is expected to cost Davis close to £19.4m with the company expecting to have some 9,000 cars out on daily rental in the peak months. A further 3,000 cars will be utilised by Davis' leasing operations, while vehicle numbers are increased further in van rental, an operation that offers a range of some 1,200 vans for hire or lease.

When accused of charging premium prices for car rental in Britain in comparison with some other European capitals, Davis is quick to react. A recent

survey concluded that Stockholm was just about the cheapest city in which to hire a car with London coming second in the "economy stakes." Paris proved to be far and away the most expensive. The survey, which was related to the cost of hiring a middle stream car at an international airport, put London costs at £43 a day using a basic rate per day plus 125 free miles. The costs at Stockholm were £32 while in Paris prices soared to £95.

The survey settled for a Ford Cortina when programming Godfrey Davis into its computer. Lesser cars offered by the company—such as an Avenger or a Marina 1900—would cost the tourist slightly less than £10 per day with an addition of 64p charge per mile driven. Assuming a day's driving of 150 miles, costs rise to around £19 per day, increasing to say £23, adding in petrol. Spread that between four people and compare it with the cost of a meal in even a half-decent restaurant, argues Godfrey Davis.

The great marketing ploy of the U.S. hire majors, Hertz and Avis is their world wide availability and simplicity of service. The debate over who is the biggest is largely irrelevant to consumers even if it does add up to a curious and sometimes

fascinating marketing story. In Britain, it has been Avis that has tended to make most of the running, although Hertz seems to be fighting back in the marketing war of words. Equally impressive has been the performance of Godfrey Davis. Davis' major coup in recent years has been the link-up with British Rail, but recently it has introduced the Shuttle-Drive system in tandem with British Airways.

It is never easy to judge just how much of the total UK car market is in the hands of the major operators, since the industry remains fragmented with local garages and medium sized companies serving much of the regional community. The business user, especially one renting a car locally and returning to the same office, could be well advised to investigate this local market since the cash advantages can be sizeable. After all the rent and leave system has its price, and where it is not being fully used there is little point in paying the premium. With an obvious eye to the non-premium market, Hertz has recently introduced a one-day, unlimited mileage service.

Jeffrey Brown



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# Those men in Whitehall

BY PETER RIDDELL

"THE MAN in Whitehall knows best" spirit of Government might appear to be long dead like a spasm, the ground nuts scheme and other relics of the late 1940s. But the spirit is actually alive and well in Whitehall today—as shown most obviously by the proposal to make the wearing of seat belts compulsory but also more subtly and significantly in the Government's pay and exchange rate policies. At the root of this spirit lies a profound pessimism on the part of Britain's rulers about the ability of the ruled to make decisions affecting their own lives.

This is not really a question of which political party is in power; both take the same paternalist view. Perhaps the most crucial feature of this pessimism is its hold on senior civil servants—through elections, changes of ministers and U-turns. The spirit appears in the world-weary sense of déjà vu which pervades Whitehall, the view that nothing will ever really make much difference to Britain's problems. Officials therefore conclude that it is necessary to temper enthusiasm and that Whitehall should control outside and market pressures otherwise events will get out of hand, threatening disaster.

## Uninspiring

This pessimism was perhaps at its peak in 1974-75, though the same attitudes still have a powerful influence. Officials can, of course, point to Britain's uninspiring economic record since the war to support their scepticism. But it is arguable that by trying to keep control within Whitehall the mandarins could be making problems worse.

A classic example is exchange rate policy. Back in the spring and early summer of 1977, when it was unclear whether the Government and the TUC would reach a formal agreement on pay, the authorities used this uncertainty as one of the main justifications to hold down sterling.

This was based on the view that if no agreement was reached sterling might fall and the authorities wanted to avoid sharp fluctuations. In the event no deal was concluded but demand for sterling increased, partly because of the weakness of the dollar, and this led to the heavy inflows and rapid money supply growth of 12 months ago. It would have been far better if the authorities had shown more confidence and had not tried to interfere with the market.

In practice, the Government

## Absurd

It is clearly absurd that the Government itself has to be involved directly in almost every industrial dispute on pay. Indeed one of the main drawbacks of the current approach has been that as a result the British, far more than any other people, look to the Government to solve problems which are in practice outside the control of ministers or officials. If the rulers in Whitehall allowed the ruled to decide more for themselves, they might discover that the British were not quite so irresponsible as they fear.

# Watershed for the North-East

BY RHYS DAVID

THE Upper Tyne valley, close to the Scottish border in Northumberland, is about as remote a part of England as can be discovered: an area of forests, mountains, small hamlets, scattered farmhouses and cottages, some of them lacking the basic amenities of mains water or electricity.

Yet within the past month a log cabin high in the hills near the village of Falsstone has attracted its 50,000th visitor this year, a record that has not yet been completed.

The draw is the Kielder Dam, a £115m project which eventually is going to have a major impact not only on the upper Tyne but on the whole of the North East. Nearly 27,000 acres in surface area, or three-quarters the size of Lake Windermere, and with a storage line of 27 miles, Kielder will be the biggest man-made lake in Europe, capable of holding 42bn gallons of water.

Its construction, in an area which already contained the biggest man-made forest in Britain, has entailed the removal of 1.5m trees and the shifting of 4m cu metres of earth to form the 52-metre high dam.

The scheme, which has attracted generous support from the European Regional Fund as well as grants from the UK Government and loans

from the European Investment Bank, has been a success story for the Kielder reservoir and its smaller sister, Baskethill, further upstream. The water, on being released into the Tyne beyond the dam, will travel 36 miles downstream and will then be pumped 676 feet uphill, inside a pressure

pipeline, over a distance of nearly four miles, before being dropped into tunnels which will carry it 20 miles across the rivers Derwent and Wear to the reservoir. This device will enable Kielder water trapped on the Tyne to be delivered to the conurbations which have developed around the region's three main rivers, the Tyne, Wear and Tees. In particular, the scheme—the alternative to which could have been as many as seven reservoirs—will meet potential shortages around Middlesbrough with its heavy concentration of water-intensive industries. The area is ICI's most important petrochemical site as well as one of the British Steel Corporation's main

centres, and in the severe drought of 1976 water supplies to major industrial users were within weeks of being withdrawn. For visitors to the log-cabin information-cum-advance centre set up by the Northumbrian Water Authority, the builder of the reservoir, one of the abiding impressions this summer will have been the size of the earth-moving task as vast pieces of construction equipment trundle back and forth.

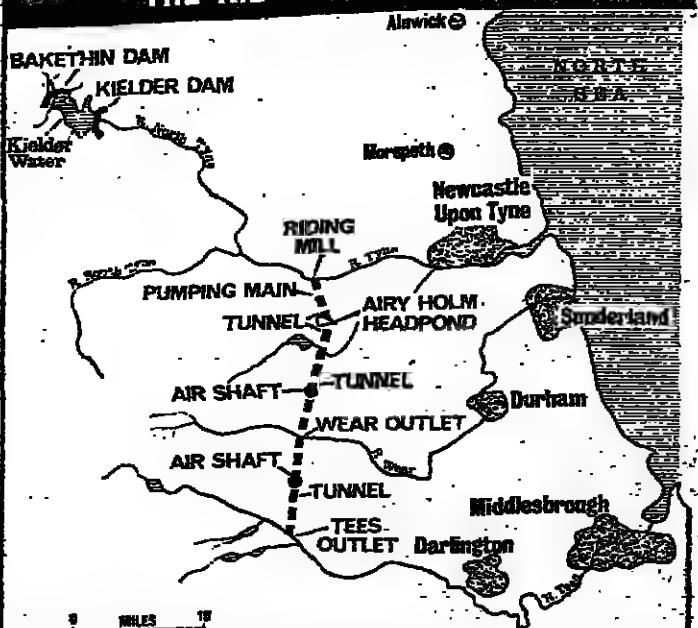
The decision to welcome visitors represents more than mere recognition that the project would be interesting to the public and therefore merited a more imaginative approach to public relations than the water authorities have perhaps been noted for in the past. The liaison officer at the centre, Tom Buffey, is link man with the local inhabitants, many of whose lives have been affected by the development. A total of 26 houses, for example, have had to be built at water authority expense in local villages to replace those on land to be submerged.

The impact is likely to be lasting, too, because of the recreational opportunities which the project opens up. The centre provides a means of collecting the views of both local people and visitors on the way these should be developed. Because of its size, Kielder will represent one of the biggest ever single extensions to recreational facilities in the UK. Fishing, dinghy sailing, canoeing, motor-boat cruising and even water-skiing are envisaged, together with a variety of land-based activities such as field studies, horse-riding, orienteering, and forest walks. There will also be facilities for the less active. Plans for a ferry service and various types of accommodation from self-catering cabins to a hotel have also been put forward.

These facilities are likely to be phased in with the growth of demand following the completion of the dam, probably sometime in 1981. The work, which started in 1975, is half completed although there have been delays because of bad weather and unexpected soil conditions. These have helped to put back the project some 16 weeks but because work has to stop for the winter, the effect has been to delay the start of flooding the site by one year.

The delay in the end is unlikely to be crucial, as some water will still be available for pumping across to the Tees. The more serious issue is whether, in the light of events since the project was first envisaged in the 1960s, as big a scheme as now exists was really needed. In the 1960s, demand for water was expected to grow rapidly in the region. But in the past four years the

## THE KIELDER WATER SCHEME



rate of growth in demand in the area covered by the Northumbrian Water Authority has in fact varied from minus 3 per cent in 1975 to plus 3 per cent in 1977. A 3 per cent rate of growth is expected to be maintained for the period up to 1986 but the two main water users on Teesside, BSC and ICI, have both cut back expansion plans because of the recession in their industries.

But although some of the urgency for a scheme of this vast size may appear to have diminished, the reservoir has to be seen, the water authority maintains, as a major regional and indeed national asset. "The investment is one of a series

# Lynch has bright prospects on Greats and The Stork

"KIPPER" LYNCH, who came close to winning Wilkinson's jockey for the month of October, has a bright prospect for his highly accomplished jockeyship. October should be back among the winners at Newmarket this afternoon.

The popular and unassuming Wantage rider's 1979 prospects look particularly bright now that he has landed one of the big jobs at headquarters as stable jockey to Bruce Hobbs. He also

has several likely looking prospects on the Rowley Mile, including the mounts on Greats and The Stork.

Greats, Mrs. James de Rothschild's once-raced Great Nephew colt, is in the 11 mile Zetland Stakes. This bay is half brother to that useful middle distance

Seeker, is unlikely to trouble the highly rated Explosiva, who found no difficulty in outpacing her in the 11 mile Zetland Stakes. The form of that Warwick race given a useful boost when La-Da-Da won on the turf at Sandown. Explosiva is suggested as a good bet.

It usually pays to follow a fly who has been struck winning form, and I shall not look beyond Pagan Queen in the Haddenham Handicap. Last time out Harry Wraggs's three-year-old kept on far too long for Takarabune and 12 others in the Quj Stakes on this course.

NEWARK MARKET  
1.15 Pagan Queen\*\*  
1.45 Salinsky  
2.15 Jolly Green Giant  
2.45 Greats\*  
3.15 The Stork  
3.45 Explosiva\*\*

## RACING

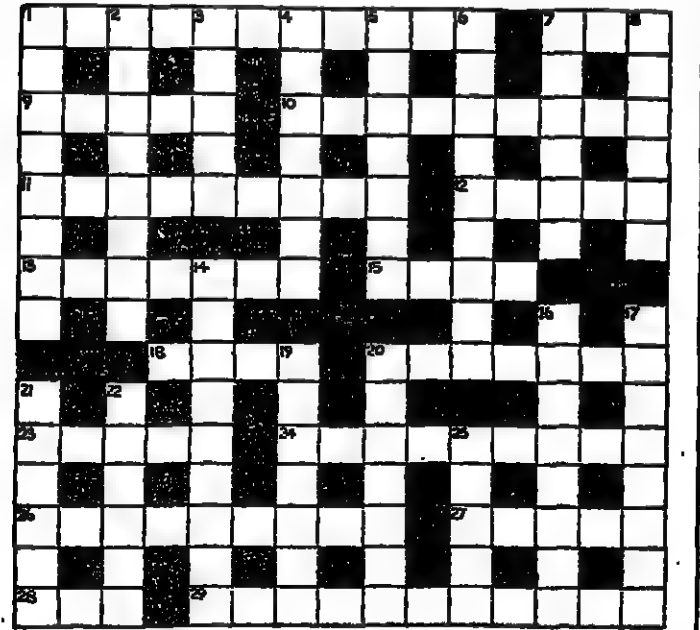
BY DOMINIC WIGAN

has several likely looking prospects on the Rowley Mile, including the mounts on Greats and The Stork.

## TV/Radio

9.30 A.M. For Schools. Colleges. 10.45 A.M. and M. 11.00 For Schools. Colleges. 12.45 P.M. News. 1.00 Pebble Mill. 1.45 Heads and Tails. 2.00 For Schools. Colleges. 3.30 Regional News for England (except London). 4.30 Play School. 4.40 Hong Kong Phooey. 4.50 Jackanory. 4.45 Captain Caveman (cartoon). 4.55 Cracker-Jack. 5.40 News.

## F.T. CROSSWORD PUZZLE No. 3,813



- ACROSS
- Revive sorrow of founder (4, 2, 5)
  - Score is higher than average before end of July (5)
  - Batting on the way out by the way (2, 7)
  - Very close to ten with baby African (9)
  - Tripped by river (5)
  - Figure without a horse superimposed (7)
  - Friends back strike (4)
  - Hundreds down to shed (14)
  - Elevate Cockney female before zealous... (7)
  - London is given railway welcome (5)
  - Put restrictions on potato store coming from London (5, 4)
  - Over-object to the behaviour expected (4, 5)
  - Common language student chanted about (5)
  - Blossom in Maidenhead certainly (3)
  - Metal worker showing up team of experts (5, 6)
- DOWN
- Infectious part of cricket (5)
  - I am upset over inflated worker becoming aggressive (8)
  - Plant obtainable from policeman on request we hear (5)
  - Hear inside information and shine (7)

## BBC 2

11.00 A.M. Play School (As BBC-1 9.30 a.m.)  
1.30 News on 2 Headlines.  
7.40 Laura and Hardy Show: "Going Bye Bye"  
6.00 The Voyage of Charles Darwin  
7.00 Mountain Days  
7.30 Mid-Evening News.  
7.35 Della Smith's Cookery Course  
8.00 Top Crown  
8.30 Westminster  
9.00 Tennis: Great Britain v U.S.A. Carnation Wightman Cup  
9.25 Horizon  
10.15 Sounds Like Friday: Leo Sayer  
10.45 Late News  
11.00 Rock Concert to College  
11.40 Tennis (highlights)  
12.30 A.M. Closedown (Reading)

## LONDON

9.30 A.M. Schools Programmes.  
11.54 Beany and Cecil Cartoon.  
12.00 Song Book. 12.10 P.M. Hickory House. 12.30 Country Style. 1.00 News plus FT index.  
1.30 Thames News. 1.40 Farmhouse Kitchen. 2.00 Money-Cop.

## RADIO 1

5.40 A.M. Simon Bates. 7.02 Dave Lee Travis. 9.00 Simon Bates. 11.30 Simon Bates. 12.00 Simon Bates. 12.30 Simon Bates. 1.00 Simon Bates. 1.30 Simon Bates. 2.00 Simon Bates. 2.30 Simon Bates. 3.00 Simon Bates. 3.30 Simon Bates. 4.00 Simon Bates. 4.30 Simon Bates. 5.00 Simon Bates. 5.30 Simon Bates. 6.00 Simon Bates. 6.30 Simon Bates. 7.00 Simon Bates. 7.30 Simon Bates. 8.00 Simon Bates. 8.30 Simon Bates. 9.00 Simon Bates. 9.30 Simon Bates. 10.00 Simon Bates. 10.30 Simon Bates. 11.00 Simon Bates. 11.30 Simon Bates. 12.00 Simon Bates. 12.30 Simon Bates. 1.00 Simon Bates. 1.30 Simon Bates. 2.00 Simon Bates. 2.30 Simon Bates. 3.00 Simon Bates. 3.30 Simon Bates. 4.00 Simon Bates. 4.30 Simon Bates. 5.00 Simon Bates. 5.30 Simon Bates. 6.00 Simon Bates. 6.30 Simon Bates. 7.00 Simon Bates. 7.30 Simon Bates. 8.00 Simon Bates. 8.30 Simon Bates. 9.00 Simon Bates. 9.30 Simon Bates. 10.00 Simon Bates. 10.30 Simon Bates. 11.00 Simon Bates. 11.30 Simon Bates. 12.00 Simon Bates. 12.30 Simon Bates. 1.00 Simon 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## COMPANY NEWS + COMMENT

## Hoover third quarter profit drop—sales up

THIRD QUARTER pre-tax profits of Hoover fell from £340,000 to £233,000 in the nine months to September 30, 1978, total more than halved from £3,621,000 to £1,810,000. The result includes exchange gains this time of £304,000 compared with losses of £304,000 last year.

Sales in the third quarter rose 19 per cent from £43,891,000 to £52,434,000 for a nine month total up 6 per cent from £141,111,000 to £149,880,000.

Directors say trading conditions during the traditionally difficult summer months continued to be highly competitive. Sales levels

## HIGHLIGHTS

Lex looks at the situation leading to Barclays Bank's rise in its base rate yesterday. George Wimpey has produced a reconstruction scheme allowing it to raise its dividend sharply following Richard Costain's recent move. Lex also takes a look at Hoover where the third quarter figures show that it is continuing to face severe price competition from overseas producers. Elsewhere Tern-Consulate has come up with a hefty rights issue and an acquisition while Findlay gets ECI backing. On the results front Electrocomponents has maintained its growth record, while figures from United City Merchants and Mallinson-Denny look rather dull.

interest of £29,293 (£33,553), but the pre-tax result was after administration and interest charges amounting to £22,272 (£27,001).

Tax for the period takes £171,256 (£151,900) leaving net earnings ahead from £305,489 to £283,697, or from 0.781p to 0.858p per 25p share.

A maintained interim dividend of 0.43p net has already been paid, absorbing £176,107 (same) for the previous year. Payments totalled 15,879p from £343,529 taxable revenue.

## Henderson well ahead at midway

SALES OF THE P. C. Henderson Group rose from £10.0m to £11.6m in the half year ended August 31, 1978, and pre-tax profits were almost 60 per cent higher at £718,000.

Tax takes £453,000 (£334,000) giving earnings per share of 7p against 4.4p. The interim dividend is lifted from 1.54p to 1.7p—last year's total was 4.35p from pre-tax profits of £1,480.

The board states that the UK company has done well and in particular there have been tangible benefits from the considerable reorganisation that has been made to the UK industrial door sales and fitting side. Results of the European subsidiaries were below expectations.

The group is currently experiencing an improved level of sales activity and higher utilisation of capacity, as has historically been the pattern in the second half, and this, if sustained, will improve net margins.

Meanwhile, the Continental subsidiaries are receiving close attention. The board expects better results from these companies in the second half which will also help to reduce the impact of tax on the group's full-year profits.

## Fitzwillton forecasts increase

The directors of Fitzwillton expect to report profits for the current year in excess of those earned in 1977-78. Profitability is satisfactory and in excess of budget, they say.

The annual meeting was held yesterday that the expected profit increase should be set against the background of improved liquidity and a very strong balance sheet. The board continues actively to search for and assess suitable investment opportunities for the group's available funds.

## ISSUE NEWS

## Tern-Consulate raising £434,000

Tern-Consulate, the shirt and tie manufacturer, has paid £211,000 to acquire Robert Charles International, a privately owned knitwear and ties merchandiser.

To meet the cost and to improve working capital, Tern plans to raise £434,000 through a one-for-two rights issue. The circular outlining details of the issue also contains interim figures which show a 7.2 per cent lift in sales to £2,032,012 and a 55 per cent jump in pre-tax profit to £102,163, compared with the first half of 1977.

Tern's chairman, Mr. Peter Barden, said yesterday that the group's improvement in first half profit was in part due to the growth in the ties and accessories activities. The new subsidiary will further expand group involvement in this field and through the Italian men's knitwear merchandising operation, help broaden the overall product range.

Commenting on the rights issue, Mr. Barden said the group's working capital requirements are increasing as a result of the internal expansion and the intended development of the Robert Charles business. "The directors feel that it would be inappropriate to continue to fund this expansion by borrowings and have accordingly decided to raise additional permanent capital," he said.

The subject of an increase in the authorised capital, the directors have decided to issue 700,000 new ordinary 25p shares at 62p payable in full on acceptance. The new shares will not rank for the much higher interim dividend of 1.75p a share but will rank for the forecast 1.85p final dividend.

## Equity Capital backs Andrew Findlay

Equity Capital for Industry is assisting Andrew R. Findlay, the Glasgow-based real and hardware distributor, to raise £200,000 to finance a planned expansion of his business.

Arrangements have been agreed in principle whereby the company will undertake a one-for-ten rights issue to shareholders of £24,000 (8 per cent convertible cumulative redeemable preference shares of £1 each). ECI will also provide £200,000 by way of an 11 per cent convertible loan. Both the issue and the loan carry the right of conversion into ordinary shares between 1982 and 1984, at a conversion price equivalent to 46p a share.

The arrangements are subject to shareholders' approval and a listing for the new preference shares. The directors and their families are expected to renounce their rights to the issue. ECI will take up this entitlement and after conversion it will obtain an eventual stake of at least 15 per cent.

It is ECI's first venture into the hardware distribution business and it is made the more so by Findlay because, according to Mr. Alan Barrett, its managing director, it has been wanting an investment in Scotland. Findlay is expanding southwards and it has a good track record.

It does have some experience in the distribution industry through its investment in 1981 Group, the retail-based building materials and it knows a little of Findlay through the investment in James Neill Holdings which is a Findlay supplier.

ECI and Findlay's advisers chose the convertible redeemable share route rather than an ordinary share issue because the terms were more attractive and it meant that the Findlay family maintained their control of the company.

## Confidence at A. Beckman

The strong cash position of A. Beckman, converter and merchant of textiles, coupled with its considerable experience, will enable it to overcome the adverse conditions which periodically affect the textile industry, says Mr. Samuel Beckman, the chairman, in his annual statement.

He states that the company has continued to expand its share of the market in its trading areas, but has not done so, nor intends to do so, at the expense of reasonably market.

The company is not complacent and is continually seeking to extend its sources of processing in order to meet and anticipate the changes in fashion.

As reported on September 28, pre-tax profits fell from £1,973,907 to £1,825,388 for the year in June 30, 1978, on reduced turnover of £16.3m (£17.3m).

Net liquid funds increased by £375,000 at the year end, compared with a £360,435 decrease. In accordance with SSAP 15, the directors consider that deferred tax provision should no longer be made where the claw-back of stock appreciation relief becomes improbable. Accordingly an amount of £347,192 has been credited to profit and loss account as a prior year item.

Meeting: Westbury Hotel, W. November 27, noon

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Brasilest S.A.

Net asset value as of 31st October, 1978 per Crs Share: £1,331.882

per Depositary Share: £1,331.882

per Depositary Share (Second Series): £1,331.882

per Depositary Share (Third Series): £1,331.882

## DIVIDENDS ANNOUNCED

	Current payment	Date of payment	Corresponding div.	Total for year	Total last year
Geo. M. Callender	0.6	Feb. 1	2.43	—	1.32
Davies and Newman	2.72	Jan. 31	1.5	—	7.3
Electra Trust	1.5	Jan. 6	1.2	—	2.53
Electrocomponents	0.81	Dec. 15	0.75	—	1.9
A. R. Findlay	0.81	Dec. 13	0.75	—	2.7
Guardian Inv.	1.7	Dec. 11	1.54	—	4.36
P. C. Henderson	1.25	Jan. 3	1.25	—	2.79
Mallinson-Denny	—	—	—	—	—
Save and Prosper Linked	8.54	Dec. 1	5.64	—	10.87
Sungel Bahr Rubber	1.48	Dec. 21	1.32	—	1.24
Utd. City Merchants	0.39	Jan. 3	0.34	—	0.74
Wemyss Inv.	7.5	Jan. 6	6.75	—	10.7

Dividends shown pence per share net except where otherwise stated. \* Equivalent after allowing for scrip issue. † On capital increased by rights and/or acquisition issues.

## UCM well down in second half

AFTER AN exceptional provision — mainly comprising overseas debts relating to previous years — UCM's profit of £1.3m to £1.4m in the second half of the June 30, 1978 year to leave the total for the year well down from £4.05m to £2.77m.

Sales of the international merchant, agent, banker and leather manufacturer were £148,450,000, compared with £148,450,000 in the first six months of 1977. Profit before tax has grown from £18,000 in 1975 to £72,000. The net tangible assets at June 30 totalled £147,000.

According to Mr. Barden, there will be no contribution from the new subsidiary in Tern's full year figures but, based on trading experience and current trends, it will make a significant contribution to the 1979 trading profits.

In the first six months of this year, Tern earned a trading profit of £14,402 (£12,750 last year). Interest charges totalled £4,224 (£4,088 previously) and a tax provision was £13,057 (£11,400 last year). The profit after tax was £39,111 compared with £65,782 in the first half of 1977.

## Prospect for the current year is favourable.

At the trading level sales at UCM are 10 per cent down. But its pre-tax profit figure is almost three times higher, thanks to a 50 per cent increase in its provision for overseas debts.

Meanwhile the trading picture has been dimmed both by depressed timber prices and cheap imports to the UK which together knocked about 20.6m off profit. The outlook for timber has improved but prospects for leather largely depend on Giver's action to stem competition from abroad — UCM finds demand for its leather from UK manufacturers extremely low.

Deficit from these activities has been partly offset by group's engineering interests where volume and margins for motor components both improved. The order book here is strong and healthy and the banking side also provides a useful contribution. But it appears that the rapid growth of the previous two years (based on weak currency movements) will be harder to repeat. At 57p a share are on a 1/2 of last year's and yield an amply covered 13 per cent.

At half-year, when profit was ahead from £2.1m to £2.34m, directors said the continued trading activity gave them confidence in the group's ability to maintain the improved position.

1977-78 1978-79

Sales	148,450,000	148,450,000
Trading profit	18,000	72,000
Interest charges	4,224	4,088
Profit before tax	13,776	71,912
Tax	1,775,000	1,775,000
Net profit	1,761,226	1,761,226
General provisions	100,000	100,000
Transfer	75,000	75,000
To minorities	95,000	1,075,000
Ord. dividends	181,000	181,000
Retained	740,000	1,614,000

For overseas contingencies, reserves consolidated.

After tax of £1.74m (£2.29m) net profit was £1.03m against £1.74m and the final dividend of 0.385p takes the total from 87p to 90.385p net per 10p share to 0.90385p. Directors say that but for Government controls the dividend would have been higher. Some £175,000 is to be set aside in reserves to boost dividend when restrictions are lifted. A one-for-eight scrip issue is proposed. The ordinary dividends will cost £181,000 (£189,000).

Directors say that since the end of the financial year trading in all sectors has been active and the order book is very good. Profit was £1.74m (£2.29m).

## Parker Knoll remain strong

Mr. M. H. Jourdain, chairman, Parker Knoll said yesterday that the group's markets remained strong and that the order book was very healthy. Business in the textile division was very buoyant but output of the furniture division was lower than directors would have liked. Trading profits were running at better level than last year.

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## electrocomponents limited

## INTERIM STATEMENT

The results for the half year to 30 September 1978 are:—	Half Year to 30 Sept. 78 (unaudited)	Half Year to 30 Sept. 77 (unaudited)	Full Year to 31 March 78 (audited)
External sales	20,717	15,225	33,555
Profit before taxation	4,511	3,258	7,596
Corporation tax	2,180	1,398	3,256
Profit after taxation	2,331	1,862	4,340

\* Adjusted to reflect the change in Group accounting policy on Deferred Taxation.

## TRADING RESULTS AND PROSPECTS

Sales for the first half of the current year have increased by 36.1% over the similar period in the previous year, with a corresponding increase in pre-tax profit of 38.5%. The Board's policy of widening product ranges in the Group's distribution companies has continued without adversely affecting the quality of customer service. This policy has contributed to the maintenance of steady growth.

Doram, the Group's smallest subsidiary, continues to be a cause for concern, but Reading Windings now appears to be set on a profitable course. The indications are that our newest subsidiary, Electrosparcs, will make a contribution to Group profit in its first full trading year.

The Board is confident that the full year's results will continue to reflect satisfactory progress.

## DIVIDEND

At a Board Meeting held on 2nd November 1978 the Directors declared an interim dividend of 1.5p per ordinary share on the capital as recently increased by the one for one scrip issue. This dividend will absorb £300,000. The 1977 interim dividend of 2.4p per share on the then issued share capital absorbed £240,000.

Dividend warrants will be posted on 5th January 1979 to members on the register at 8th December 1978.

Britain's biggest electronic components distributor

## CANTORS

TURN YOUR HOUSE INTO A HOME

## NEW RECORDS

	1978	1977
Turnover	16,212,000	14,514,000
Profit before Tax	320,000	223,000
Shareholders Funds	4,080,000	3,874,000
Deferred Profit Reserve	2,226,000	2,086,000
Earnings per Share	7.49p	2.64p
Dividend per Share (Gross)	3.37p	3.07p
Net Assets per Share	64.32p	57.76p
Scrip Issue	1 for 10	—

Mr. Cyril Cantor the Chairman in presenting his report to the Annual General Meeting said that the improvement in trading last year was continuing and he expected the first-half year's figures to show a small increase both in turnover and in profits. He was however, cautious in forecasting profits for the full year.



Mr. Merle Rawson, chairman of Hoover.

improved towards the end of the third quarter but margins continued to be under pressure. As a result, profits remained depressed.

The third quarter sales increase was achieved in the face of keen competition in highly competitive markets. And while directors are hopeful of maintaining recent sales trends they say an immediate improvement in profit margins will be largely dependent on market conditions.

Included in the pre-tax profit is a £567,000 (£568,000) contribution from Hoover of Holland and its subsidiaries. After the tax charge of £1,941,000 (£1,721,000) the nine months—split as in UK tax £1,401,000 (£1,471,000), overseas £280,000 (£280,000) and Holland £288,000 (£288,000)—net profit was £2,221,000 (£2,221,000).

Earnings per 25p share are shown at 11p against 20p. An unchanged 5.61m interim dividend has already been paid. For all last year a 14.8p total was paid on pre-tax profits of £12,241,000 (£12,241,000).

See Lex

## Factory closes

TANK HOVIS McDUGALL is to close its packaging factory at Newcastle-upon-Tyne, making 72 workers redundant, because sales are falling less than expected.

See Lex

## Six months rise at New Throgmorton

From gross revenue of £300,165 against £344,370, pre-tax earnings of the New Throgmorton Trust advanced from £457,399 to £506,899 for the six months to September 30, 1978.

Revenue included inter-company

## SPECIAL DEVELOPMENT AREAS

**ACE KILBRIDE**

(Why did 740 Companies before yours progress to East Kilbride? A good deal.)

Many world famous and household names are among the seven hundred and forty industrial and commercial companies who have located in East Kilbride, since Scotland's No. 1 New Town was first established, and the direction signs which they followed are even more obvious today.

Why did so many companies select East Kilbride in preference to other Special Development areas?

Probably because for thirty-one years East Kilbride has believed in a full team effort between the New Town and the incoming company, to make sure that you move in and move in to profit with the least inconvenience.

We put our heads together with yours.

Today, the top men in the East Kilbride Development Corporation, who worked to make a success of more than seven hundred relocations are ready to put their accumulated experience to work for your company.

If you think that thirty-one years' successful, practical experience is the extra that makes East Kilbride the Ace in the pack, a phone call to East Kilbride 41111 could pay dividends. Ask for heads George Young, managing director, or George Grassie, director of development. For a very good deal.

## East Kilbride

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EAST KILBRIDE DEVELOPMENT CORPORATION, Atholl House, East Kilbride G74 1LU, Tel. East Kilbride 41111. Telex 779141. Our London contact, Jack Beckett, Scottish New Towns London Office, Tel. 01-930 2631.

We put our heads together with yours.

مكتبة



# Midway jump at UK Property

**PROFITS BEFORE tax** of the United Kingdom Property Company rose sharply from £288,000 to £427,000 in the six months ended September 30, 1978. After a much reduced tax charge, net profits more than doubled from £150,000 to £305,000.

Less tax was payable, then normally because of refunds due, the directors say. Earnings per share are shown at 0.94p against 0.30p.

Earnings in the second half of this year are expected to be at least equal to those in the first half, the directors say.

It is the board's policy to consider dividend declarations at the end of each financial year. Last year the group resumed dividends with a payment of 0.25p per share.

On the property side, rents and service charges rose from £285,000 to £1.03m, while work has commenced on the 50,000 sq ft commercial and industrial development in Fifth Street, London, and is progressing according to schedule.

The group is a subsidiary of Schlumberger European Investment.

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## austinsuite FURNITURE

The 41st Annual General Meeting of F. Austin (Leyton) Ltd. was held on 2nd November, 1978 at the Company's Registered Office, London E10.

The year under review was exceptionally difficult for the furniture trade. The low demand reported at the half-year was not relieved because the expected seasonal improvement of trade in the spring did not materialise. Against this background, prices were very severely curtailed to meet the prevailing very competitive conditions and to enable us to maintain full employment. This policy resulted in producing for stock and the cost of this is reflected in the increased financial charges shown in the accounts. Whilst turnover was maintained at the level of the previous year there was a substantial decrease in profit because of the factors referred to above.

The current year has started well and during the first quarter we have met our sales targets. Trading conditions have improved and we have a very satisfactory order book, and subject to any totally unforeseen circumstances, we look forward to much improved results.

## BIDS AND DEALS

# Wimpey reconstruction: big dividend rise

Following in the footsteps of two other major contractors, Marchmont and Richard Costain, George Wimpey plans a complicated reconstruction which will win it two years freedom from dividend controls. With its new freedom, Wimpey is more than tripling its dividend.

Under a proposed scheme of arrangement, which is expected to become effective early in 1979, Wimpey will ask shareholders to exchange their shares on a one-for-one basis in shares of a new holding company, George Wimpey Limited ("Holdings").

At the same time Wimpey intends to reorganise its internal corporate structure of the group so that the holdings company will directly own the capital of the group's principal subsidiaries, some of which will be newly formed as part of the proposed reorganisation. The Board of each subsidiary will be responsible for a section of the group's activities.

Mr. R. B. Smith, Wimpey's chairman, said yesterday that although the group's business fell within one class — construction — Wimpey was "now involved, at home and overseas, in a great variety of aspects of that business and it has become very clear that we need a much sharper definition of responsibility for profits, both by activities and geographically. At the highest level we also need a greater separation of the day to day management decisions from those of long term policy and planning for the group's development."

He stressed that the basic structure of the group had remained unchanged since 1834 when the main activity of the company was building and civil engineering on a modest scale under the direction of the proprietor and a small number of colleagues. The Treasury has agreed to treat the proposed holding company as a new company with two years freedom from dividend controls. And for the first time Wimpey will now be declaring an interim dividend, which, in 1979 and future years, will be announced at the time of the interim statement and paid in November. A special interim of 0.77p net is to be declared, payable on January 22, and, subject to the scheme becoming effective, shareholders in the new holding company will receive a special interim of 1.5p net payable in June.

## ARGUS/TRIDANT

Argus Press Holdings, which recently bought a 13 per cent share in Trident, has received acceptance for its 100p share offer amounting to 47.8 per cent of the Trident equity.

Acceptances have been received from preference holders representing 65 per cent of those shares.

## NO PROBE

The acquisition by Dr. Robert F. Beauchamp (Dental and Finance Equipment Incorporated) of a substantial minority holding in British Midland Airways is not being referred to the Monopolies and Mergers Commission.

## BOOKER MCCONNELL

Booker McConnell has acquired from Saltrac the entire capital of J. D. Jenkins for some £300,000 cash. Jenkins has a turnover of £1.3m and is operating a retail pharmacy in London and South-East England.

## ASSOCIATED DEALS

Montague L. Meyer is an associate of International Timber Corporation and on October 31 bought 25,000 International stock units at 130p. The total held is now 2,585,888.

Cazenove and Company has purchased 2,205 Dawson Inter-

national "A" ordinary shares at 135p on behalf of associates of Dawson. On November 1, Montague L. Meyer bought 250,000 International Timber Corporation stock units at 130p. The total held is now 2,805,888 Ordinary units. Harris Allday Lea and Brooks purchased for Alfred Freedy and Sons 2,000 Midland Educational Ordinary shares at 235p on October 31 and 7,466 at 241p on November 1. Panmure Gordon bought 2,000 Midland for Freedy at 241p.

## FIRST QUARTER PROFIT FOR WARWICK ENG.

In a letter to holders recommending the proposed merger with Gidney Securities, the Board of Warwick Engineering Investments says latest monthly management figures show that for the three month period to August 31, Warwick made a profit of £169,000 compared with a loss of £126,000 for the same period in 1977.

The Board now expects pre-tax profits of £800,000 for the year to March 31, 1979.

## TDG BUYS COLD STORES

Transport Development Group has acquired as going concerns two public cold stores at Retford and Derby, the consideration being £1,325,000 in cash. The stores have a total capacity of 1,622,000 cubic feet and will be operated by Blyth Cold Stores, a wholly owned subsidiary of TDG.

## AMALGAMATED STORES

AMALGAMATED STORES has paid £300,000 to acquire a 50 per cent underleasehold on a property in Yarmouth Place, London. It will pay £584,250 on December 1 for the freehold of a property in King's Road, Chelsea and it will receive £750,000 when the sale of its interest in a head leasehold of a property in Clifton Street is completed on January 3. On completion of the Clifton Street sale, the £510,000 mortgage in favour of the Royal Liver Trust will be discharged by the company and the remaining balance will be applied to reduce Amalgamated's borrowings.

# Midland gives Grimshawe more support

BY CHRISTINE MOIR

Yet another financial reconstruction is planned for Grimshawe Holdings, the industrial holding and DIY group which first ran into trouble in 1973 through fringe banking activities.

Early last month Mr. Thomas Kenny, the chairman, alluded to conversations with Midland Bank which could provide a solution to the group's bank debt burden.

The details emerged yesterday at the annual meeting. They amount to further substantial support from Midland Bank which has been Grimshawe's main prop since an earlier capital reorganisation in 1976. This left Midland with a stake of nearly 30 per cent through a subordinated convertible loan which replaced £200,000 of bank loans to the group.

Now, the terms of the convertible loan are to be revised in Grimshawe's favour. Interest will now be negotiated annually in arrears "with safeguards for a maximum charge". Previously Grimshawe had to pay 14 per cent over six month interbank rates.

The loan must now be repaid by the middle of 1984 and interim payments have been fixed at one-fifth of annual trading profits. Even more importantly, the group's chief problem, the £283,000 worth of investments and loans has been hired off into a separate shell company. These represent the last remnants of the group's fringe banking days. The auditors have been unable to value because they are subject to legal proceedings.

This company, Grimshawe Securities (which ceased trading in June) will also have injected into the group's shell company. These represent the last remnants of the group's fringe banking days. The auditors have been unable to value because they are subject to legal proceedings.

Mr. Kenny did not specify the value of the properties involved in the deal but total freehold properties stand in the books at £881,000.

Midland Bank has agreed to match the combined book value of the investments and loans and properties by an overdraft and will then put in a Receiver. It has also agreed to bear the first £1m loss on the realisation of the assets, although Mr. Kenny said that it was not expected that losses will be anywhere near that.

For the parent company the arrangement has a dual benefit. It wipes out of the balance sheet the problem investment assets and it reduces the group overdraft by the amount Midland is granting the shell company — apparently £788,000.

This, in turn, will have the effect of translating "a deficit of current liabilities over current assets at April 30, 1978, of £800,000 into a surplus of current assets over current liabilities of £136,000."

Mr. Kenny commented cautiously, stating that such a surplus makes "the ongoing situation of the company more certain."

At the trading level, as reported in the annual accounts, the company has increased its profits to £23,000 from £23,000 the previous year. This represents a substantial turnaround from 1973 when losses reached at £3.1m. For the current year Mr. Kenny has said that "profit" will be "a near certainty."

## NEW YORK AND GARTMORE

Bricmont Investments has received acceptances totalling 2,432,390 Ordinary shares (88.67 per cent) of the offer and 96,036 per cent of the total capital of New York and Gartmore Investment Trust.

## LONSDALE UNIVERSAL

As a result of the recommended offer by Alfred Freedy and Sons for the ordinary and preference capital of Midland Educational, the directors of Lonsdale Universal intend with the permission of the Panel on Takeovers and Mergers, to allow the proposed offer for Midland Educational to lapse when the offer by Freedy or any other higher offer by another bidder, are posted.

## H & C PURCHASE

Harrison and Crawford has agreed to buy Henderson Hogg and Company for £535,650, to be satisfied by the issue of 77,000 shares at 55p and £110,150 cash. Henderson Hogg is a manufacturer of chemicals and also makes industrial textiles, from premises in Paisley. It will become part of Durham Chemical Group, a subsidiary of H & C.

## NMC ACQUISITION

Finance and investment group NMC Investments has acquired the cardboard box and carton manufacturing business of Speedwell Packaging, which is a Receiver-ship. NMC paid a total consideration of £62,211 cash, of which £12,211 was in respect of stock at valuation.

The products manufactured by Speedwell are expected to complement those of NMC's subsidiary, Propp Corrugated Cases and will give the group a broader base in the packaging industry.

## MCLEOD RUSSEL ACQUISITION

McLeod Russel and Co. has acquired 80.8 per cent of Arden Edge and Co. for £540,000 cash. Arden is a private company with works at Cradley Heath and is a specialist producer of drop forgings. Pre-tax profits for the year ended March 31, 1978, amounted to £407,000, on which date shareholders' fund before deduction of a deferred tax of £279,000 amounted to £128,000. The acquisition provides McLeod Russel with a useful extension of its manufacturing activities and increases its involvement in engineering.

## TAYLOR PALLISTER

London and European Grob has purchased a further 34p Taylor, Pallister shares making their total holding 189,960 shares representing 28.14 per cent of the ordinary share capital. It acquired its initial stake of 148,288 per cent in May.

## RANDALLS GROUP

Ferguson Industrial Holdings has improved its stake in Randall Group from 24.57 per cent to 25 per cent since the announcement last week of a £2.5m bid for Whitcroft for Randall's. Ferguson now holds 444,857 Randall's shares.

## COOPER SELLS

Cooper Industries has sold its share holdings in its building and joinery subsidiaries, Wetens Copper and Starnes Joinery, for cash consideration of £550,000 which will be used to reduce borrowings. Wetens had a turnover of £200m in 1977 and a net asset book value of their net assets at that date amounted to £213.5m.

## SHARE STAKES

Young Companies Investment Trust—Scottish Amicable Life Assurance Society together with its subsidiary, Scottish Amicable Pensions Investments, now hold a total of 7,768,730 ordinary shares (37.87 per cent) of Smith St. Agency & Co. (The Agency)—Mr. J. D. Macdonald sold 10,000 ordinary shares.

## Sanderson Murray & Elder (Topmakers and Combers)

The trading environment throughout the year was not helpful, and the volume of sales contracts achieved in the previous year was not maintained. From December, the increase in the cost of wool at source was not reflected in EEC top prices and together with higher U.K. import levels of top as well as downstream products imposed unrealistic pressure on margins which resulted in less trading profit than last year.

Year ended 30th June	1978	1977
Turnover	£4,632,000	£4,746,000
Profit before Tax	148,793	209,587
Tax	32,936	30,876
Profit after Tax	115,857	178,711
Dividend 3.485p per share (1977—3.103p)	65,638	58,957

There is yet no indication of recovery from the current difficult trading conditions. It needs improved textile consumption here and overseas to re-establish an orderly balance with productive capacity and thereby relieve distressed prices.



# ANGLOVAAL

Chairman's review

## Better S.A. Business Climate, but caution needed; foreign investment an important element—Mr. Basil E. Hersov

In reporting to shareholders on the Group's results in the past year, I feel it is again imperative to comment on the social, political and economic climate in which our Group is operating. The more confident mood concerning the present state of the South African economy which is currently being conveyed through the media news tempering, inevitably present attitudes tend to reflect the immediate past. Certainly the present business climate is more healthy than it was a year ago due in part to the very much higher price received for our gold. However, there will have to be a resumption of the traditional major foreign inflows of capital before we can expect the higher levels of increase in gross national product necessary to create sufficient employment opportunities for the increasing population.

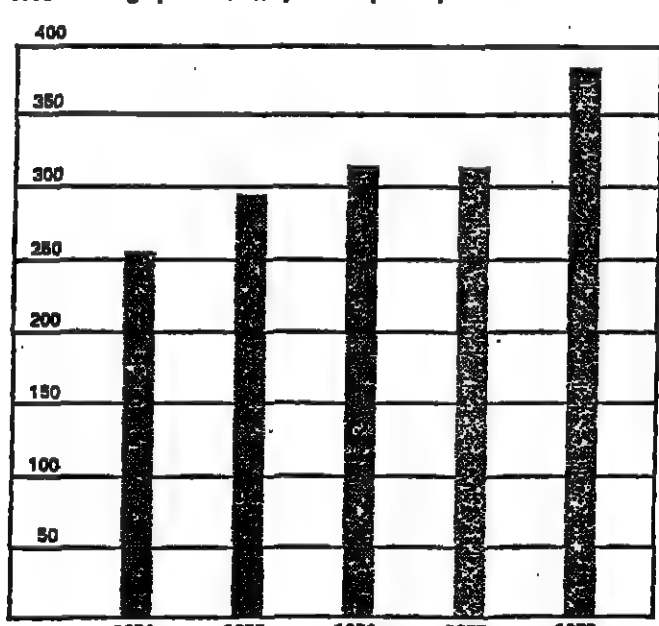
Since the serious unrest in black townships in mid-1976, foreign capital inflows have reduced dramatically. In fact during last year there was a net outflow of capital and South Africa has had to live off its balance of payments current account and to look to its own savings for investment and economic growth. Thus, although we can, hopefully, expect some growth in the immediate future, it will not compare with the growth we would experience if we can attract new foreign capital into our country at a rate comparable to that of the past. The solution to this is of course as much political as economic in nature. This country has tremendous potential in the reserves of manpower and natural resources—however, this potential can only be released if there is a marked reversal of the trend towards confrontation at home and abroad.

In this context it is important to note recent statements by Government and business leaders which recognise the need for the elimination of racial discrimination in our society. If such statements are going to lead to more than merely pious hopes, urgent and major adjustments are necessary. Within our own Group, following a policy statement by the Board of Directors in June 1973, chief executives have been set objectives in the field of non-discriminatory employment policies and a programme for the attainment of a unified labour policy for all employees. These objectives embrace levels of remuneration, labour stability and motivation, training, effective communication systems, and increased involvement in employees' social problems outside the work environment.

Naturally such a programme involves changes, often considerable ones, in the way we structure our employment practices. We have found over the years that the implementation of a policy in a way and at a pace equitable to all employees, white and black, as well as to the needs of the individual organisations in our Group is far from easy. Nevertheless, substantial progress has been and will continue to be made as we are constantly monitoring progress against our objectives.

The difficulties are of course not merely company or Group problems but national ones and must be dealt with on several fronts. It is certainly encouraging that important commissions under Prof. Wiehahn and Dr. Riekert are examining some vital elements of these problems and we look forward with keen anticipation to the results of their investigations and recommendations. It is not only through the restructuring of company personnel policies nationally and the improvement of educational and training facilities but also through the vital

## Net Earnings per Ordinary Share (cents)

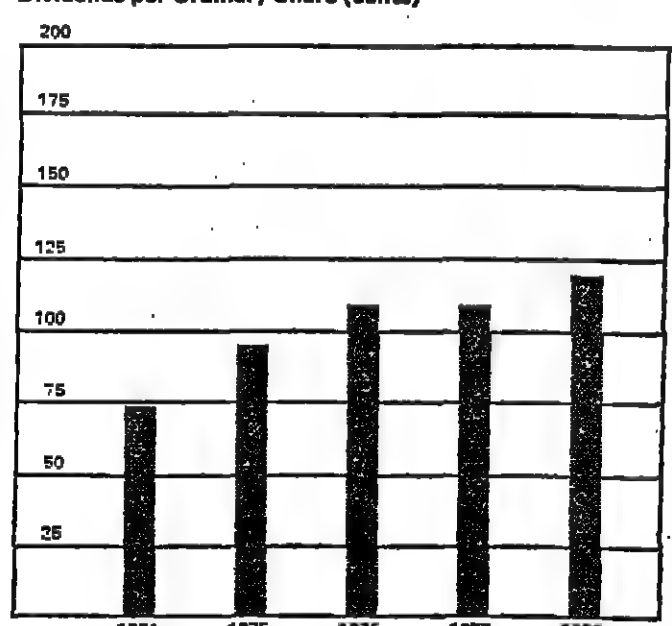


area of changes in legislation and negotiation with employee organisations that discriminatory economic barriers will be reduced.

## Financial results

The consolidated taxed profit for the year ended 30 June 1978 attributable to members was R16 171 000 compared with R13 475 000 last year and net earnings per ordinary share increased by 20 per cent to 381 cents per share. The Company's own earnings were 294 cents per share, an increase of 13 per cent over last year and the ordinary

## Dividends per Ordinary Share (cents)



dividend was increased by 10 per cent from 105 cents to 115 cents per share. As at 30 June 1978 the net asset value per ordinary share was 3 772 cents per share (1977—3 241 cents per share).

	Company	1977	Consolidated	1977
Profit after taxation	R8 107 000	R8 109 000	R22 141 000	R27 027 000
Dividends paid	R5 288 000	R4 637 000	R5 171 000	R4 768 000
Earnings per ordinary share*	204 cents	191 cents	381 cents	318 cents
Dividends per ordinary share	116 cents	105 cents	116 cents	105 cents
Investments				
Book value	R27 644 000	R35 011 000	R40 542 000	R37 800 000
Market value	R27 232 000	R76 328 000	R12 795 000	R82 872 000
Book value	R12 806 000	R12 730 000	R20 870 000	R20 786 000

\*Net earnings per share exclude the results of mining subsidiaries and extraordinary items

The increased earnings this year were mainly attributable to higher dividend income from the Group's mining investments and to the improved results of certain of the industrial companies, in particular Irvin & Johnson Limited and Consolidated Glass Works Limited

## Investments

During the year under review there was an increase in the market value of the listed shares in the Company's portfolio which at the year end was worth R92 232 000 compared with R76 328 000 at the end of the previous financial year. The book value of the listed shares was R37 644 000 and the book value of unlisted investments R12 905 000. As at 5 October 1978 the market value of listed investments had risen to R104 670 000.

## Future prospects

Financial results in the current year ending 30 June 1979 so far indicate improvements in most Group companies. Consequently, subject to the usual proviso on the uncertainties of steel metal and mineral prices and no serious deterioration in the South African business climate, the Group's profits this year will again increase.

6 October 1978.

Basil E. Hersov

## Extracts from the Directors' report

### Financial

The Company earned a profit after taxation of R9 107 000 compared with R8 109 000 for the 1977 financial year. Consolidated profit after taxation attributable to members increased by R2 696 000 to R16 171 000 despite the difficult trading conditions which were encountered in most sectors of the economy in which the Group's companies operate. The Company's interest in the profits of its mining subsidiary, Priesska Copper Mines (Proprietary) Limited, is not included in the consolidation.

The profit after taxation attributable to members was earned from the following classes of business:

Gold and uranium	30	21
Other minerals and metals	18	25
Food and packaging	26	23
Building and allied industries	2	12
Engineering	9	15
Other industrial interests	14	12
Financial	1	2

### Investments

During the year the Company and Middle Witwatersrand (Western Areas) Limited subscribed for a further 3 117 094 6p; loan notes of 50 cents each at par in Priesska Copper Mines (Proprietary) Limited. Anglo-Transvaal Industries Limited acquired a 51 per cent holding in Ristel Holdings (Proprietary) Limited and disposed of its holding in Decorative Boards (Proprietary) Limited. James Brown and Hamer Limited disposed of its holding in Broderick Investments Limited.

### Mining Investments

	Year ended 30 June	1978	1977
From consolidated financial statements	R000	R000	
Turnover	4 900	3 966	
Profit after taxation	3 894	2 921	
Earnings per share			
— including profit on realisation of investments	38.9 cents	28.9 cents	
— excluding profit on realisation of investments	36.2 cents	27.5 cents	
Dividend per share	25.0 cents	22.5 cents	

Increased dividends from gold mining investments accounted for most of the increase in profits. As at 6 September 1978 the market value of listed investments had risen to R59 026 000 against R52 624 000 at 30 June 1978.

### Hartebeestfontein Gold Mining Company Limited

	Year ended 30 June	1978	1977
Turnover	R000	R000	
Profit after taxation	161 074	111 593	
Earnings per share	43 614	23 140	
Dividend per share	283 cents	138 cents	
	250 cents	135 cents	

Principally because of higher prices received for gold sold, after tax profit increased from R33 000 000 in 1977 to R44 000 000 in 1978 and dividends totalled 250 cents per share compared with 135 cents per share paid in the previous year. Uranium plant capacity is being increased by about 20 per cent in order to treat accumulated slimes and production should commence within two years. Construction work on the 140 000 ton per month sulphuric acid plant is well advanced and the plant is expected to be operational in 1979, some nine months ahead of schedule. Capital expenditure for the current year will be at a high level, but could be partly financed by uranium consumer loans arising from additional sales contracts being negotiated. Results for the 1979 financial year depend on the gold price, the rate of inflation and the mine's ability to contain costs and increase productivity.

### Zandpan Gold Mining Company Limited

	Year ended 30 June	1978	1977
Turnover	R000	R000	
Profit (no tax payable)	5 555	2 993	
Earnings per share	41.8 cents	21.85 cents	
Dividend per share	41.5 cents	22 cents	

The company's main asset, its shareholding in Hartebeestfontein Gold Mining Company, Limited, remained unchanged. Dividends received from Hartebeestfontein during the financial year were at a higher rate enabling payments totalling 41.5 cents (1977—22 cents) per share to be made to members.

### Lorraine Gold Mines Limited

	9 months to 30 June 1978 (unaudited)	Year ended 30 June 1977
Turnover	R000	R000
Profit (no tax payable)	29 617	31 985
Earnings per share	12.2 cents	0.3 cents

Grade declined from 6.7 grams per ton in the 1977 financial year to an average of 5.8 grams per ton for the 9 months to June 1978 and tonnage milled was lower than had been expected. Costs per ton milled for the 9 months to June 1978 were R32.80 compared with R26.70 for the corresponding period in 1977. The company's long-term objective remains the gradual transference of operations from the Elsburg reefs which have a limited life, to the Basal and 'B' reefs.

### Eastern Transvaal Consolidated Mines Limited

	Year ended 30 June	1978	1977
Turnover	R000	R000	
Profit after taxation	11 174	8 023	
Earnings per share	3 047	1 694	
Dividend per share	35 cents	25 cents	

Increased prices for gold sold by the mine resulted in a pretax profit of R4 670 000, the highest earned in the company's history. Dividends totalling 35 cents (1977—25 cents) per share were paid.

### Village Main Reef Gold Mining Company (1934) Limited

	Year ended 30 June	1978	1977
Turnover	R000	R000	
Profit after tax (loss)	2 872	733	
Earnings per share	620	(575)	

The net profit of R620 000 resulted from a considerable increase in the amount of gold produced sold at higher prices. Approximately 216 000 tons of calamine were treated at an average head value of 3.7 grams per ton and an average recovery of 72 per cent, 575 kilograms of gold were

produced and sold (1977—200 kilograms) at an average gold price of R4 950 per kilogram (U.S. \$177 per ounce). At the current rate the treatment of the calamine available to the company will be completed during the second half of 1979. The economic feasibility of treating two small dumps situated some three kilometres from the reduction works is being re-assessed.

### Rand Leases (Vogelstruisfontein) Gold Mining Company Limited







## NORTH AMERICAN NEWS

## BY DAVID LASCELLES

## Air Canada upturn in third quarter

**By Robert Gibbons**

## BWLA reveals lower loss

BY DAVID RENWICK

PORT OF SPAIN, Nov. 2.

## IC expects increase in earnings next year

## IBM affected by inflation and production expenses

**SANTA TERESA, Nov. 2.**

# Railroads optimistic on outlook

## Chemical group in \$330m deal

CLEVELAND, Nov. 2.

## Solid gains at Walter E. Heller

CHICAGO, Nov. 2.

## Georgia-Pac sees growth

# Stena Group of Companies

**\$29,735,000**

## Medium Term Finance

## 10 Ro-Ro vessels

built by Hyundai Group, Korea

Managed by

# Nordic Bank Limited



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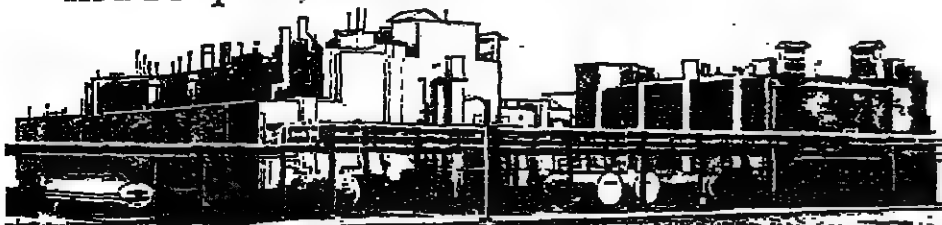
Nordic Bank Limited	Midland Bank Limited
Nordic Asia Limited	Banque Européenne de Crédit (B E C)
Nordfinanz Bank Zurich	Kansallis International Bank

Agent Bank

**Nordic Bank Limited**

# VITAMIN COMPLEX

C-E Lummus is providing engineering services for Hoffmann-LaRoche on a \$50 million vitamin intermediates plant in Freeport, Texas.

**FE COMBUSTION  
ENGINEERING**

**The Energy Systems Company**

For a copy of our latest report to shareholders, please write Combustion Engineering, Inc., Dept. 7006-87, 900 Long Ridge Road, Stamford, Connecticut 06902.

## Emerson Electric raises payment as profits climb

**ST LOUIS, Nov. 2**

ENERSON ELECTRIC's sales and earnings for the fourth quarter, which ended on September 30, increased by slightly less than 15 per cent over the record results of a year ago, Mr. Charles F. Knight, the chairman and chief executive, said.

For the year, the company achieved sales and profit gains of 15 per cent over fiscal 1977's record results.

In the 1977 fourth quarter, Emerson earned \$36.4m, or 95 cents a share, on sales of \$478.7m. For all of fiscal 1977, net income was \$143.7m, or \$2.48 a share, with reaching \$1,840. Aquis has been restated for an acquisition this year.

Based on fiscal 1978's strong performance and prospects for fiscal 1979, the management will recommend an increase in the dividend to 25 cents quarterly divided, Mr. Knight said.

AP-DJ

## Price rise helps Huyck

NEW YORK, Nov. 2

HUYCK expects higher fourth quarter results, due to recent price increases for its products and a strong order backlog. M. Donald H. Grubb, the president, told analysts.

However, he said the company was continuing to experience losses in its Japanese and Austrian subsidiaries.

For the first nine months, the paper and fabrics company earned 39 cents a share on sales of \$57.6 million, compared with 69 cents a share on sales of \$78 million.

In last year's fourth quarter, the company earned 30 cents a share. For the full year, earnings were \$1.0 a share on sales of \$108 million.

Reuter

## U.S. QUARTERLIES

CIT FINANCIAL			BAPCO		
Third quarter	1978	1977	Third quarter	1978	1977
Revenue	—	—	Revenue	5.6m	110.3m
Net profits	16.22m	21.22m	Net profits	4.70m	11.00m
Net per share	0.78	1.02	Net per share	0.25	0.65
Nine months	—	—	Nine months	—	—
Revenue	—	—	Revenue	402.6m	381.8m
Net profits	54.37m	57.99m	Net profits	55.5m	43.3m
Net per share	2.62	2.78	Net per share	2.06	3.22

CNA FINANCIAL			NATIONAL MEDICARE		
Third quarter	1978	1977	Third quarter	1978	1977
Revenue	585.5m	585.2m	Revenue	40.1m	32.5m
Net profits	38.33m	22.37m	Net profits	3.72m	2.89m
Net per share	0.65	0.53	Net per share	0.53	0.42
Nine months	—	—	Nine months	—	—
Revenue	3.71m	1.85m	Revenue	114.3m	94.2m
Net profits	98.37m	48.28m	Net profits	10.3m	8.2m
Net per share	1.66	0.82	Net per share	1.51	1.20

EDISON BROS. STORES			A. C. NIELSEN		
Third quarter	1978	1977	Fourth Quarter	1978	1977
Revenue	186.4m	156.2m	Revenue	86.9m	72.3m
Net profits	10.71m	8.38m	Net profits	6.97m	5.57m
Net per share	0.92	0.71	Net per share	0.63	0.51
Nine months	—	—	Year	—	—
Revenue	511.1m	425.5m	Revenue	323.6m	269.5m
Net profits	24.91m	19.83m	Net profits	24.30m	20.21m
Net per share	2.14	1.67	Net per share	2.31	1.87

HOOVER			NLT CORPORATION		
Third quarter	1978	1977	Third quarter	1978	1977
Revenue	176.1m	147.6m	Revenue	—	—
Net profits	4.58m	3.94m	Net profits	32.32m	29.17m
Net per share	0.37	0.30	Net per share	0.93	0.84
Nine months	—	—	Nine months	—	—
Revenue	496.7m	430.9m	Revenue	—	—
Net profits	14.85m	12.61m	Net profits	58.37m	51.13m
Net per share	1.13	0.96	Net per share	2.55	2.22

MALLABURTON			WILLIAMS COMPANIES		
Third quarter	1978	1977	Third quarter	1978	1977
Revenue	1.75m	1.43m	Revenue	389.3m	272.2m
Net profits	112.65m	103.14m	Net profits	2.1m	8.5m
Net per share	1.92	1.57	Net per share	0.09	0.35
Nine months	—	—	Nine months	—	—
Revenue	4.7m	3.6m	Revenue	1.3m	960.5m
Net profits	294.42m	258.10m	Net profits	14.11m	52.02m
Net per share	5.01	4.40	Net per share	0.52	1.91

## Recovery at Reserve Oil

ALBUQUERQUE, Nov. 2

RESERVE OIL and minerals \$8.84m. The company expects earnings for the next two quarters to be about the same as for the first two quarters of 1978, following the temporary closing of a uranium mining area. Revenues rose to \$27.1m against \$26.8m last year. The company's profits were up to \$3.85m against a loss of \$370,773 last year, ending Aug. 31. The company's operating profit was \$2.6m against a 28 cents loss last year. Its net profit was up to \$3.85m against a loss of \$370,773 last year. Revenues rose to \$27.1m against \$26.8m last year. The company's profits were up to \$3.85m against a loss of \$370,773 last year, ending Aug. 31. The company's operating profit was \$2.6m against a 28 cents loss last year. Its net profit was up to \$3.85m against a loss of \$370,773 last year.

## FT INTERNATIONAL BOND SERVICE

The list shows the 200 latest international bond issues for which an adequate secondary market exists. For further details of these or other bonds see the complete list of Eurobond prices published on the second Monday of each month.

U.S. DOLLAR					YEN STRAIGHTS					U.S. DOLLAR					YEN STRAIGHTS				
Issued	Bid	Offer	day	week	Issued	Bid	Offer	day	week	Issued	Bid	Offer	day	week	Issued	Bid	Offer	day	week
Australia 8 1/2 3/8	25	92 1/2	94	+0.8	0.90	15	92 1/2	94	+0.8	0.90	15	92 1/2	94	+0.8	15	92 1/2	94	+0.8	0.90
Australia 8 3/4 3/8	175	96 1/2	97	0	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Australia 9 3/8	73	98 1/2	99	+0.02	-0.02	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 8 1/2 3/8	73	98 1/2	99	+0.02	-0.02	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 8 3/4 3/8	59	93 1/2	94	+0.01	-0.12	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 9 3/8	59	93 1/2	94	+0.01	-0.12	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 9 3/4 3/8	25	96 1/2	97	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 10 3/8	25	96 1/2	97	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 10 3/4 3/8	73	98 1/2	99	+0.02	-0.12	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 11 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 11 3/4 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 12 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 12 3/4 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 13 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 13 3/4 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 14 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 14 3/4 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 15 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 15 3/4 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 16 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 16 3/4 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 17 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 17 3/4 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 18 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 18 3/4 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 19 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 19 3/4 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 20 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 20 3/4 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 21 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 21 3/4 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 22 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 22 3/4 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 23 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 23 3/4 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 24 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 24 3/4 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 25 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 25 3/4 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 26 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 26 3/4 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 27 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 27 3/4 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 28 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 28 3/4 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 29 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 29 3/4 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 30 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 30 3/4 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 31 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 31 3/4 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 32 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 32 3/4 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 33 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 33 3/4 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 34 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 34 3/4 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 35 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 35 3/4 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 36 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 36 3/4 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 37 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 37 3/4 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 38 3/8	258	93 1/2	94	+0.01	-0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2	125	+0.13	30	123 1/2
Canada 38 3/4 3/8	258	93 1/2																	



## INTERNATIONAL FINANCIAL AND COMPANY NEWS

Railroad  
optimism  
on outlookDutch  
publishers  
confirm  
merger

By Charles Batchelor

AMSTERDAM, Nov. 2. DUTCH PUBLISHING groups Elsevier and Nederlandse Dagblad-Union (NDU) today confirmed they plan to merge via the formation of a new holding company to be called Elsevier-NDU. Talks are still continuing between the boards and if final agreement is reached, an official document will probably be published within a few days.

A merger would produce a publishing group with 1978 sales of around \$1.1bn (\$850m) and a cash flow of \$1.7bn (\$1.3bn). It would employ a workforce of 7,500 of which 1,000 would be abroad. The shares of Elsevier and NDU would be accorded equal value in the share exchange with one new Elsevier-NDU share being issued for one share in either of the two companies.

Their shares were again suspended from trading on the Amsterdam Stock Exchange today. They were first suspended on Monday and were relisted only yesterday. Elsevier closed yesterday at \$1.250 — \$1.10 up on the Monday suspension price, while NDU stood at \$1.220, \$1.25 higher.

The aim of the merger is to broaden the activities of the two concerns and to strengthen their financial, commercial and economic bases, a statement said. The limited domestic market gives neither of them scope for continued growth. They must expand abroad in order to strengthen their position in Holland.

The management of the new group will be in the hands of a two-man presidium and a four-man managing board in which the two companies are equally represented.

A merger of the two concerns will produce the first fully integrated Dutch publishing house with interests in books, newspapers and magazines and printing plant. Elsevier is specialised in book and scientific journal publishing, while NDU has substantial newspaper and printing interests.

The form of merger chosen is similar to that adopted recently by the dredging group, Adrian Volker and the construction group Staveren.

Privatbanken  
plans first  
U.S. branch

By Hilary Barker

COPENHAGEN, Nov. 2. PRIVATBANKEN, one of the big three commercial banks in Denmark, plans to open a branch office in New York. It will become the first Danish bank to establish an operation in the U.S. although several have New York representative offices. The bank will also set up an offshore branch in the Cayman Islands.

Danish central bank permission to open two branches has been granted, and permission is being sought from the U.S. authorities, said the bank. Meanwhile Nordic Bank, the London-based international bank whose shareholders are four of the leading banks in the Nordic area, is to open a joint representative office in Sydney together with its sister bank Nordbanken-Bank Zurich.

Swedish paper group  
fears heavier losses

BY WILLIAM DUFFLORCE

STOCKHOLM, Nov. 2.

ASSI, the Swedish state pulp, paper and board company, made a pre-tax loss of SKR 198m (\$46.6m) during the first eight months of 1978 and expects to end the year SKR 311m in the red, an increase of some SKR 35m over the loss made in 1977.

Eight-month turnover was SKR 1,330m (\$313m) and the company anticipates final 1978 sales of SKR 2,170m, to give 20 per cent growth. Some SKR 110m of this growth will come from Dolpa Packaging, the British company acquired by ASSI in September, 1977.

The pre-tax figures are struck after historic depreciation. If depreciation is charged at replacement cost and stock gains are included, the eight-month loss comes out at SKR 282m and the forecast loss for 1978 is SKR \$71m. This would be SKR 65m lower than the comparable figure for 1977, which, however, contained SKR 23m in devaluation losses on foreign loans.

ASSI noted an improvement in the market during the second quarter of the year, resulting in increased sales for all its products apart from fibreboard, but pulp and timber prices declined. Total output rose by 3 per cent, despite a 5 per cent drop in pulp production.

Stocks were reduced by 23 per cent over the period at the same time as raw material costs fell by 11 per cent and investments were kept to a low level. A reduction in short-term claims turned also eased the company's financial position.

The corrugated board and sack operation which ASSI has been developing outside Sweden returned higher earnings. Dolpa Packaging is credited with an

operating profit of SKR 13m for the eight months while the newly acquired Dansk Kraftemballage company turned in SKR 14m.

Commenting on the eight-month result, Mr. Sigmund Bahre, ASSI's managing director, stated that the forestry industry was still operating at a loss but developments were moving in the right direction. Factors contributing to the improvement were the 1977 devaluation of the krona, moderate wage increases, lower raw material costs, reduced stocks, strikes in the U.S. forestry industry and stronger export demand.

Negative factors were the company's heavy financial costs, the low dollar exchange rate, low Atlantic freight rates and uncertainty about the performance of the U.S. economy in 1979.

Net new lending sharply  
down in third quarter

BY JOHN EVANS

NET NEW lending in the international capital markets fell sharply in the third quarter of this year, and global capital market activity in coming months should continue to slow down, according to the OECD, in the latest issue of its Financial Market Trends bulletin.

Total international lending in the quarter, composed of both international bonds and syndicated Eurocredits, dropped to some \$32bn at an annual rate, compared with the record \$108bn level recorded in the second quarter.

Reduced borrowing activity affected all market sectors, the OECD noted. In the third quarter, Eurobond issues declined by almost one-third, traditional foreign issues by around 15 per cent and syndicated Eurocredits—despite a continued high level of refinancing operations—by almost one quarter.

This overall slowdown was linked with a trend towards reduced borrowing requirements, associated with better balance of payments positions, particularly within the OECD area.

External bonds and Eurocredits raised by OECD countries third of the total \$32bn of Euro-fell by 38 per cent, and their credits raised at an annual rate share in such borrowing moved in the third quarter.

down from 80 per cent to 49 per cent.

Oil exporting countries and the non-oil lesser developed countries (LDCs) also borrowed less. Only Eastern Socialist countries, which play a relatively marginal role as international borrowers, and international organisations both in Europe and elsewhere, stepped up their international borrowings, the OECD says.

Overall external capital requirements of OECD countries should remain low, in line with favourable balance of payments prospects in most countries, the OECD suggests.

At the same time, non-oil LDCs needs for raising funds for balance of payments purposes also seem less urgent, given those countries' much improved international reserve positions, which have been bolstered already by anticipatory borrowing during the last two years.

The OECD notes that an increasing proportion of the medium-term credits markets is taken up by restructuring and refinancing of past loans and estimates that these operations reached several billion dollars and accounted for up to one-third of the total \$32bn of Euro-fell by 38 per cent, and their credits raised at an annual rate share in such borrowing moved in the third quarter.

## Demag orders increase

BY OUR FINANCIAL STAFF

INCREASED orders and sales for the first nine months of 1978 are announced by Demag, the West German engineering group which became part of the Mannesmann empire in July 1978.

Sales and incoming orders for the nine months rose by nine and 10 per cent, respectively. The company gave no figures but said that domestic and foreign orders in first three quarters this year rose by 17 and 8 per cent respectively.

Last year Demag earned a net profit of DM 25m, compared to DM 11m in 1976, of which DM 24m was transferred to parent company Mannesmann AG, compared to DM 10.5m.

Turnover was DM 2,31bn compared to DM 2,13bn.

Friedrich Flick group subsidiary, Feldmuehle AG, is planning to invest DM 415m in its Hagen-Kabel and Vesteren works, thus creating 400 new jobs. Reuter reports from Düsseldorf.

The company is proposing to allocate DM 200m of its own resources, to be decided on at an extraordinary general meeting. A spokesman was unable to give details on further financing or its source.

The investments are for new paper machinery in the Hagen-Kabel works and for coating machinery and equipment rationalisation in Vesteren.

Norwegian  
industry sees  
lower debt

OSLO, Nov. 2.

NORWEGIAN industry could have its borrowing next year as a result of reduced investment combined with a generally lower demand for credit, a survey by the Federation of Norwegian Industries shows. According to the survey, investment is expected to fall by 10 per cent in 1979, while investment in 1978 could be around 15 per cent lower than last year. In 1977 Norwegian industries covered some 80 per cent of its borrowing with foreign loans. Next year only 65 per cent of borrowing is expected to be covered by foreign debt.

## Roeben U.S. offer

West German brick manufacturer Roeben Klinkerwerke has tentatively agreed to acquire Triangle Brick Company of Durham, North Carolina, Agencies report. Under the agreement, Mr. Wilhelm Roeben, who owns Roeben Klinkerwerke, will pay \$14.25 for each of Triangle's 763,900 shares outstanding. The total purchase price is \$10.9m.

## Buehrmann-Tetterode

Buehrmann-Tetterode NV, the Dutch paper company, has reached agreement with Reinhard Schmidt of West Germany under which Buehrmann will acquire 34.6 per cent holding in Schmidt, Agencies report. The Buehrmann holding will be sold to the Schmidt family, who are the principal shareholders of Reinhard Schmidt.

## Riva Finanziaria ahead

RIVA Finanziaria Spa has produced a 50 per cent profit gain for the year ended June 30 and is lifting its dividend to L180 from L160. AP-DJ reports from Milan. Net earnings of the holding company totalled L1,115m compared to L744m in the preceding year. The company assigned L435m to a special reserve fund. The improvement was attributed to an increase in dividends paid by shareholdings, which rose to L800m from L603m.

IC Industries sets  
record third quarter  
net income and sales.CONSOLIDATED STATEMENT OF INCOME  
For the quarter and nine months ended September 30, 1978, compared with the same period of 1977  
(Dollars in thousands except per common share amounts)

	Quarter ended September 30			Nine months ended September 30		
	1978	1977	% Change	1978	1977	% Change
Sales and Revenues	\$687,169	\$471,345	45.8	\$1,700,317	\$1,555,835	25.6
Income before Taxes*	31,212	25,053	24.6	89,732	82,948	8.2
Taxes on Income*	13,200	7,293	81.0	35,156	28,724	22.4
Net Income	19,824	19,181	3.4	59,091	57,805	2.2
Net Income per Common Share	\$1.03	\$1.00	3.0	\$3.06	\$3.15	(2.9)
Average common shares outstanding (in thousands)	15,673	15,250	2.8	15,673	14,670	6.8

\*from continuing operations

IC Industries third quarter net income reached a record \$19.8 million, up from \$19.2 million in 1977. In the same period, sales and revenues were a record \$687 million, nearly 46 percent above the same period last year.

These record results were achieved even though there were major non-recurring costs during this unusual period. Railroad strike insurance payments, a railroad work stoppage, substantial transitional adjustments and costs associated with the purchase of Per Incorporated and foreign currency translation losses impacted IC Industries in the third quarter.

Consumer Products record third quarter sales top \$300 million.

The IC Consumer Products Group produced a record \$300 million in third quarter sales, bringing the year-to-date pre-tax income to \$17.9 million, up 27 percent over third quarter last year.

Midas-International continued its record-setting pace by posting nine month sales of \$245 million, up 24.5 percent over the first nine months of 1977. Our Midas Muffler Shops' expansion into the foreign car market was boosted at the beginning of October when we extended the famous Midas lifetime guarantee to include imports.

The IC Industries soft drink operations—Pepsi-Cola General Bottlers, Dad's Root Beer and Bubble Up—had a record \$170 million

in sales for the first nine months, 12.4 percent ahead of the same period last year.

Included in the consolidated total for IC Industries were Pet sales of \$153 million, approximately 62 percent of Pet's total sales for the third quarter.

Commercial Products has year-to-date pre-tax income over \$50 million.

Our Commercial Products Group, composed of divisions of the Abex Corporation, experienced a strong third quarter. It brought first nine months sales to \$54.1 million with a 9.6 percent increase in pre-tax income to \$50.7 million.

Abex will open a new railroad wheel mounting plant in Corsicana, Texas November 1, to supply complete wheelsets to the railroad industry.

In addition, the Jetway division of Abex has received orders for 96 of the 127 aircraft loading bridges at Midfield Atlanta Airport.

Third quarter accomplishments significant to IC Industries long range objectives.

IC Industries is now positioned even more solidly in the consumer products market. In the third quarter we acquired Pet Incorporated. Pet has a wide range of nationally distributed brands of food and food-related products. With approximately \$1 billion in annual sales, it is a significant step in IC Industries objective to become

primarily a diversified consumer and commercial products company.

Within the same objective, definitive agreements were signed to sell five operating companies in the IC Financial Services Group.

Also, in the third quarter IC Industries agreed to cooperate in the Southern Railway's study on the advisability and feasibility of the Southern acquiring the JCG Railroad. These studies are now in progress and continuing satisfactorily.

The new IC Industries that is emerging, primarily a consumer and commercial products company, will be operating from a substantially stronger base. IC Industries will be stronger both financially and in the various markets it serves worldwide.

Ten years ago IC Industries was a \$300 million diversified international corporation. And the activities of the last quarter are setting the stage for further substantial improvement in the consolidated financial characteristics of the new IC Industries.

If you'd like to know more about the new IC Industries, write: IC Industries, Inc., European Office, 55, chemin Moise Duboule, CH-1209 Geneva, Switzerland.

## IC Industries

Divested in five business groups: Commercial Products, Consumer Products, Real Estate, Financial Services and Transportation.

## Austrian banks see credit demand rising

BY PAUL LENOYAI

VIENNA, Nov. 2.

BAWAG, the Austrian union bank claims a 25 per cent jump in savings deposits during the past 12 months, a figure well over the 14 to 15 per cent average rate for the Austrian credit institutions. Announcing this at a Press conference, Mr. Walter Floetti, director-general and chairman of the board, also revealed that BAWAG during the 12 months to September 1978 increased the number of its branch offices by more than 24, 50 per cent to 44 with 24 branches operating outside Vienna.

Sch 7.1bn to Sch 8.9bn during the period, and Mr. Floetti expressed the hope that the figure will surpass Sch 10bn by the end of this year.

Speaking about the general economic situation, the banker stressed such facts as the vigorous demands for credits, the reduction of the inflation rate to 8.4 per cent and the growth of the savings ratio from 9.4 per cent last year to 13.5 per cent this year. Aggregate savings deposits were up from Sch 382bn at the end of September 1977 to Sch 429bn in the same month this year in Austria.

He particularly drew attention to the fact that the monthly growth rate of the savings deposits since January this year had shown a rising trend. Mr. Floetti also spoke out in favour of continuing the monetary policy and the maintenance of a "hard" schilling.

A similar theme was developed by Dr. Karl Vak, director-general of Zentralparkasse, the largest Austrian savings bank. Also speaking at a Press conference, Dr. Vak emphasised that demand for credits was rising, particularly for federally subsidised loans. Applications for such

loans reached a total of Sch 3.3bn with Sch 1.1bn worth already approved. The savings bank reckons with a 14 per cent expansion of its outstanding commercial credit this year.

Developments in the sector of savings are also cause for a certain degree of optimism. "2" expects this year a 14 per cent increase in its savings deposits, just below the Austrian average. Dr. Vak however stressed that this was due to the fact that the institute has been affected by the maturity of premium savings deposits contracts.

National Petroleum Construction Co. (N.P.C.C.)  
(Abu Dhabi, United Arab Emirates)

U.S. \$20,000,000  
Medium-Term Loan Facility

Arranged by

National Bank of Abu Dhabi

Provided by

National Bank of Abu Dhabi

The Chase Manhattan Bank N.A.

Arab Bank Ltd. (Offshore Banking Unit)

Arab Bank for Investment and Foreign Trade

Agent Bank

National Bank of Abu Dhabi

12th October, 1978

This announcement appears as a matter of record only.

## NEW ISSUE

These securities having been sold, this announcement appears as a matter of record only.

2nd November, 1978

U.S. \$40,000,000  
Banque Extérieure d'Algérie  
Floating Rate Notes due 1985

National Bank of Abu Dhabi

Banque Nationale de Paris

Blyth Eastman Dillon & Co.  
International Limited

Dresdner Bank

Gulf International Bank B.S.C.

IBJ International  
Limited

Kuwait Foreign Trading Contracting &amp; Investment Co. (S.A.K.)

Manufacturers Hanover  
Limited

The National Bank of Kuwait S.A.K.

The National Commercial Bank  
Saudi Arabia

Riyad Bank Ltd.

Smith Barney, Harris Upham & Co.  
Incorporated

Union de Banques Arabes et Françaises—U.B.A.F.

Alahli Bank of Kuwait (K.S.C.)

Algemene Bank Nederland N.V.

Al Saudi Banque

American Express Bank

Amsterdam-Rotterdam Bank N.V.

Arab European Financial Management Co. S.A.K.

Arab Finance Corporation S.A.L.

Arab Financial Consultants Company S.A.K.

The Arab Investment Company S.A.A. (Riyadh)

Arab Latin American Bank—ARLABANK

Arab Malaysian Development Bank

The Arab and Morgan Grenfell Finance Company

Banca Commerciale Italiana

Banca Nazionale del Lavoro

Banque Arabe Espagnol S.A.

Bank of America International

Bank of Bahrain and Kuwait B.S.C.

Bank Mees &amp; Hope NV

The Bank of Tokyo (Holland) N.V.

Banque Bruxelles Lambert S.A.

Banque de l'Indochine et de Suez

Banque de Paris et des Pays-Bas

Banque de l'Union Européenne

Banque Worms

Barclays Bank International

Bayerische Hypotheken- und Wechsel-Bank

Bayerische Landesbank Girozentrale

Bayerische Vereinsbank

Berliner Handels- und Frankfurter Bank

Byblos Arab Finance Bank (Belgium) S.A.

Chemical Bank International Group

Commerzbank

Compagnie Monégasque de Banque

Continental Illinois

County Bank

Crédit Commercial de France

Crédit Industriel et Commercial

Crédit Lyonnais

Creditoanstalt-Bankverein

Daiwa Europe N.Y.

DBS—Daiwa Securities International

Dominion Securities

European Arab Bank

FRAB-Bank International

Fuji International Finance

Hambros Bank

Hessische Landesbank

Hill Samuel &amp; Co.

The Industrial Bank of Kuwait K.S.C.

Kleinwort, Benson

Kreditbank N.V.

Kuhn Loeb Lehman Brothers International

Kuwait Financial Centre

Kuwait International Finance Company S.A.K. 'KIFCO'

Kuwait International Investment Co. s.a.k.

Kuwait Investment Company (S.A.K.)

Lloyds Bank International

Mitsubishi Bank (Europe) S.A.

Samuel Montagu &amp; Co.

The Nikko (Luxembourg) S.A.

Nippon European Bank S.A.

Nomura Europe N.V.

Orion Bank

Österreichische Länderbank

Salomon Brothers International

J. Henry Schroder &amp; Co. S.A.L.

Société Centrale de Banque

Société Générale

Sumitomo Finance International

UBAN—Arab Japanese Finance

The United Bank of Kuwait Limited, London

United Overseas Bank Limited, Singapore

Vereins- und Westbank

Dean Witter Reynolds International

Wood Gundy

Yamaichi International (Nederland) N.V.



## INTERNATIONAL FINANCIAL AND COMPANY NEWS

## Sri Lanka moves to solve dispute with UK groups

BY DAVID HOUSEGO

THE SRI LANKA Government yesterday made moves to resolve the long-running dispute with over 50 British companies who have been delaying payment of full compensation for plantations nationalised in 1975.

Mr. W. M. Tilakaratna, Secretary for Finance and Planning, and the official responsible for the negotiations with the British companies, said that the Government had made arrangements to deal as expeditiously as possible with all outstanding claims of remittance of head office expenses and dividends.

He rejected accusations of bad faith, and said that there was no attempt by Sri Lanka to go back on the 1976 agreement that set out the compensation terms.

The British companies, represented through the Ceylon Association, claim that dividends of about £250,000 which should have been paid in 1976 are still outstanding as well as further sums for head office expenses. They are also at odds with the Sri Lanka Government over the valuation of net current assets at the time of the take-over and the exchange rate at which they should be remitted when payment falls due in 1982.

Mr. Tilakaratna said from Colombo yesterday that some British companies had still to furnish data which would enable the Government to settle their claims over dividends and head office expenses. As soon as these were received, he said, "there will be no difficulty in clearing the outstanding accounts."

British companies were awarded about £10m in compensation after nationalisation. The first four instalments on the payment of fixed assets of about £56m have been remitted on schedule.

A representative from the association is due to have further negotiations in Colombo this month after what the association regards as the failure of two meetings earlier this year to secure satisfactory action by the Sri Lankan Government over the other issues.

## Honda profits dip 11.5%

TOKYO, Nov. 2

HONDA MOTOR COMPANY'S consolidated net profit for the half-year to August 31 fell by 11.5 per cent to ¥16,830m (\$91m), from ¥18,020m a year earlier.

Sales, however, rose 13.7 per cent to ¥360,830m (\$3.2bn), from ¥319,600m. Per-share profits were ¥28 against ¥34.

Overall sales of motorcycles rose 11.9 per cent to 1.43m units from 1.28m units. Overseas sales totalled \$37,000 units, up 5.7 per cent from 911,000 units, and domestic sales 573,000 units, up 22.1 per cent from 468,000.

Overall motor vehicle sales jumped 17.6 per cent to 498,000 units from 347,000. Overseas sales, at 230,000 units, were up 22.9 per cent from 223,000 units, and domestic sales, at 128,000 units, were up 7.8 per cent.

Overseas markets accounted for 68.6 per cent of unit motor vehicle sales and 50.9 per cent of unit motorcycle sales during the half-year period.

Overall domestic sales totalled ¥199,400m, or 22.7 per cent more than the ¥162,600m a year earlier. Overseas sales amounted to ¥391,300m, to show a rise of 9.6 per cent from the previous ¥357,600m.

AP-DJ

## Margin debts

The outstanding balance of margin debts on the three major Japanese stock markets totalled ¥1.13 trillion (million million) as of October 28, up ¥6.3bn on the week the Tokyo Stock Exchange official said.

Reuters from Tokyo.

## Hongkong Land in HK \$500m office deal

By Anthony Rowley

HONG KONG LAND has bought one of the prime office blocks here, Cammison House, from Jardine, Matheson and Co. and other interests.

The value of the deal is not being disclosed by the parties involved, but it is thought to be at least HK\$500m (some U.S.\$105m) which makes it a major transaction even in terms of Hong Kong's currently hyper-active property market.

Jardine acquired its stake in Cammison House about three-and-a-half years ago, when it bought the civil engineering concern, Cammison (Hong Kong). Cammison owns 75 per cent of a company, Sirius Enterprise, which is the owner of Cammison House. The residual 25 per cent of Sirius is owned by the Leong family, which has other property interests here.

Cammison House is a 40 storey block located in Hong Kong's central business district, and is fully let. Its acquisition by Hongkong Land gives the land company a foothold in the nearby Admiralty area associated with the major transit railway. Sites associated with the MTR have risen very sharply in value, and Hongkong Land has been anxious to secure a stake in the development involved. Completed in 1973, Cammison House comprises 35,000 sq. metres of office space, 3,700 sq. metres of retail space and parking for 220 cars.

A joint statement issued by Hongkong Land and Sirius says: "Hongkong Land acquired the building against strong competition. The company will not draw on the proceeds of the recently announced \$8 per cent unsecured loan stock for this purpose financing the transaction and is arranging additional banking facilities."

A spokesman for Hongkong Land said that the building had been purchased "in line with our policy of owning prime-located, first class office buildings, which we retain for investment."

Jardine, Matheson said: "This disposal is in line with Jardine's group policy to reduce our overall group holding in property, consistent with our principal role as a trading company. Our share of the proceeds of the sale will be used mainly to finance new investment in business opportunities in Hong Kong and also to reduce some term debt. The surplus arising from the transaction will be treated as an extraordinary item in the 1978 profit and loss account."

Exports declined by 23.3 per cent to ¥230,700m, with shipbuilding falling 61 per cent to ¥125,600m, despite booming exports of chemical plants, which rose 5.7 times to ¥45,900m.

Exchanges losses arising from the yen's appreciation increased five-fold to ¥4.4bn. Sales of securities, however, brought in ¥3.5bn.

As a result, the company's net profits at ¥1.1bn were up 6 per cent over a year ago.

For the latter half of the current fiscal year, Mitsubishi saw a sizeable gain in sales of plant and machinery. In particular, exports of fertiliser plant to the Middle East is expected to contribute to profit improvement.

For the full year, ending next March, the company expects sales to be ¥131bn, down 6 per cent over fiscal 1977.

Because of increasing competition among heavy machinery manufacturers and the further appreciation of the yen, MHI estimates current profits at ¥18bn, down 61 per cent from the previous year. As a result, the company is likely to register net profits of ¥10bn or 44 per cent less than in 1977-78.

The company has passed its interim dividend payment, and the dividend payment at the end of the current fiscal year is likely to be cut, since Mitsubishi sees the recession in shipbuilding in the yen's appreciation increased next fiscal year as becoming more serious than this year.

## Nestle to buy 65% of biscuit company

By Wong Sulong

KUALA LUMPUR, Nov. 2. NESTLE, of Switzerland, has reached agreement to buy over 65 per cent of a leading Malaysian biscuit company, United Biscuit Manufacturing, which has been incurring losses.

Nestle will purchase 2.15m shares of 1 ringgit each of UBM for 1.1m ringgits from Supreme Corporation Berhad, and 220,000 shares from Transuran Holdings for 145,000 ringgits.

The managing director of Supreme Corporation, Tan Koon Swan, said that the company was selling off its shares in UBM because "Supreme had no marketing outlet."

Supreme is involved in property development and plantations. Tan said on the other hand, Nestle has been long established in Malaysia and has an excellent marketing network for food products.

## INTERNATIONAL CAPITAL MARKETS

## South Africa makes a comeback

BY BERNARD SIMON

JOHANNESBURG, Nov. 2

IN WHAT marks South Africa's first public appearance on the international capital markets for more than two years, the Government of South Africa has given a mandate to three banks to raise \$150m for five years. This credit will carry a spread over the interbank rate of 1 1/2 per cent, but other terms are not yet known.

The three banks are Deutsche Bank, Dresdner Bank and Union Bank of Switzerland.

The negotiations between the South African Treasury and the three banks involved have been going on for over a month, but according to market sources the issue has not yet been fully underwritten. The reason for this is apparently the banks' nervousness over the current situation in Namibia, uncertainty over the performance of the new Prime Minister, Mr. P. W. Botha, and more recently, concern about the effect on South Africa of events in its major oil supplier, Iran.

Last month, the Minister of Finance, Mr. Owen Horwood, said that he had no doubt that the Government should seek a substantial loan abroad, it would be forthcoming. He added that South Africa is rated a very good investment risk at the moment.

Certainly, South African borrowers have had considerably more success in international capital markets this year than five years ago. In the months following the incursion into Angola in late 1973, and the upheavals in black urban townships in mid-1976, according to the World Bank, South African borrowers raised \$206m on international bond markets in the first six months of this year, compared with \$84.5m during the whole of 1976 and a mere \$23.9m last year. The figure for 1978, in particular, is probably an underestimate, as bankers say bank most frequently mentioned. However, as one Cape Town broker put it, "The market is a little broader than one tends to think."

One public corporation added that "some of the banks who are lending to us have insisted that their names be kept secret."

It is not clear, however, how much of South African borrowers' success can be attributed simply to the high liquidity of foreign markets, and how much to a more optimistic view among bankers and investors of the country's political future.

Francis Gillies adds: "It will come as no surprise in the international capital markets that two German names and a Swiss are among the lead managers of this loan. These two countries—and most notably Germany—are the only two where effectively public funds have been arranged for South Africa borrowers so far this year."

The reception for Deutsche Bank private placements by result that South African borrowers have proved considerably in recent that country.

Almost all South Africa's foreign borrowings this year appear to have been provided by German and Swiss banks, with Bayerische Vereinsbank, BHF Bank, Bayerische Hypotheken und Wechselbank and Commerzbank most frequently mentioned. However, as one Cape Town broker put it, "The market is a little broader than one tends to think."

One public corporation added that "some of the banks who are lending to us have insisted that their names be kept secret."

It is not clear, however, how much of South African borrowers' success can be attributed simply to the high liquidity of foreign markets, and how much to a more optimistic view among bankers and investors of the country's political future.

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## Sharp setback at Mitsubishi HI

BY YOKO SHIBATA

TOKYO, Nov. 2

MITSUBISHI HEAVY INDUSTRIES (MHI), Japan's largest heavy machinery manufacturer, has reported a sharp fall in its sales and earnings for the six months ended last September, against the background of the shipbuilding recession and the sharp rise in the yen to the foreign exchange.

Mitsubishi's current profits were ¥2,350m (\$127m), down 92.7 per cent from the previous year's level.

MHI's total sales for the six months fell by 25 per cent to ¥507.2bn (\$3bn), largely as a result of the sharp fall in shipbuilding. Offsetting factors were favourable sales in chemical plants (up 43.8 per cent) and construction machinery (25.6 per cent). New ship orders in the six months declined to 16 vessels, from 32 a year earlier.

Exports declined by 23.3 per cent to ¥230,700m, with shipbuilding falling 61 per cent to ¥125,600m, despite booming exports of chemical plants, which rose 5.7 times to ¥45,900m.

Exchanges losses arising from the yen's appreciation increased five-fold to ¥4.4bn. Sales of securities, however, brought in ¥3.5bn.

As a result, the company's net profits at ¥1.1bn were up 6 per cent over a year ago.

For the latter half of the current fiscal year, Mitsubishi saw a sizeable gain in sales of plant and machinery. In particular, exports of fertiliser plant to the Middle East is expected to contribute to profit improvement.

For the full year, ending next March, the company expects sales to be ¥131bn, down 6 per cent over fiscal 1977.

Because of increasing competition among heavy machinery manufacturers and the further appreciation of the yen, MHI estimates current profits at ¥18bn, down 61 per cent from the previous year. As a result, the company is likely to register net profits of ¥10bn or 44 per cent less than in 1977-78.

The company has passed its interim dividend payment, and the dividend payment at the end of the current fiscal year is likely to be cut, since Mitsubishi sees the recession in shipbuilding in the yen's appreciation increased next fiscal year as becoming more serious than this year.

## Business better at Lufthansa

THE West German airline Lufthansa expects to pay a dividend of 6 per cent to 7 per cent for 1978. The airline itself a dividend of 6 per cent or DM 3 per cent nominal share in 1977.

AP-DJ

## COMPAGNIE FINANCIERE DE PARIS ET DES PAYS-BAS

Statement of the financial situation as at 30th June 1978	
ASSETS	F.Fr.
Cash and banks.....	12,217,042.46
Banking subsidiary (medium term).....	280,000,000.00
Intermediaries, subscriptions and coupons.....	14,982,855.09
Loans to customers (bills).....	35,000,000.00
Subsidiaries accounts.....	420,000,000.00
Customers and sundry debtors.....	25,426.60
Investment securities.....	2,532,236,445.17
Transitory accounts.....	8,128,980.05
Bond redemption premium.....	47,482,331.00
	3,350,873,010.37
LIABILITIES	
Banks.....	111,699,019.83
Intermediaries, subscriptions and coupons.....	40,227.47
Sundry creditors.....	18,202,217.80
Subsidiaries accounts.....	26,915,006.00
Transitory accounts.....	17,008,135.27
Convertible bonds.....	472,087,046.58
Contingency reserves.....	86,047,572.86
Reserves.....	1,126,398,905.23
Capital.....	1,325,008,000.00
Retained earnings.....	100,407,920.10
Unaudited earnings to 30th June, 1978 ..	67,028,965.81
	3,350,873,010.37
HORS-BILAN	
Guarantees and endorsements.....	2,912,550.78
Receivables used as collateral.....	2,130,000,000.00
Other commitments received.....	324,750,000.00

The unaudited earnings, which amount to FF 67 million, are largely made up of revenue from the company's investment portfolio actually paid during the first half of 1978.

One cannot, however, draw any precise conclusions about the overall income for the year from these figures. The Compagnie Financière de Paris et des Pays-Bas receives the greater part of the revenue from its portfolio during the second half of the year, in particular the dividends from the subsidiary companies OFEP, PARIBAS, Paribas International, SOGEPID and OPB-PARIBAS, which are expected to show a substantial increase.

## JUGOBANKA UNITED BANK

US \$20,000,000

## Medium Term Loan Facility

Managed by

The Mitsui Bank, Limited

Co-managed by

The Yasuda Trust and Banking Company, Limited

Provided by

The Mitsui Bank, Limited

The Yasuda Trust and Banking Company, Limited

Associated Japanese Bank (International) Limited

The Bank of Yokohama, Limited

The Mitsui Trust and Banking Company, Limited

Nomura Europe N.V.

Nippon European Bank S.A.

The Toyo Trust and Banking Company, Limited

Agent



The Mitsui Bank, Limited

September, 1978.

U.S. \$25,000,000

## I/S ELSAM

(JUTLAND-FUNEN ELECTRICITY CONSORTIUM)

9 1/2% LOAN DUE OCTOBER 12, 1990

Managed by

The Mitsui Bank, Limited

Blyth Eastman Dillon &amp; Co. International Limited

Copenhagen Handlesbank

Gudme Raaschou

Co-managed by

The Yasuda Trust and Banking Company, Limited

Funds provided by

The Mitsui Bank, Limited

The Yasuda Trust and Banking Company, Limited

The Daiwa Bank, Limited

The Toyo Trust and Banking Company, Limited

Mitsui Finance Asia Limited

The Saitama Bank, Ltd.

Agent



The Mitsui Bank, Limited

September, 1978

## EUROPEAN COAL AND STEEL COMMUNITY

DM 150,000,000

6 % Deutsche Mark Bonds of 1978/1988

Offering Price: 100%  
Interest: 6% p.a., payable annually on November 1  
Repayment: on November 1, 1988  
Listing: Frankfurt am Main, Berlin, Düsseldorf, Hamburg und München

Deutsche Bank

Aktionärsbank

also for

Deutsche Bank Berlin

Aktionärsbank

Commerzbank

Aktionärsbank

also for

Berliner Commerzbank

Aktionärsbank

Dresdner Bank

Aktionärsbank

also for

Bank für Handel und Industrie

Aktionärsbank

Westfälische Landesbank

Girozentrale

Bank für Gemeinwirtschaft

Aktionärsbank

Berliner Bank

Aktionärsbank

Deutsche Girozentrale

- Deutsche Kommunalbank -

Sal. Oppenheim jr. &amp; Co.

Trinkaus &amp; Burkhart

Bayerische Hypotheken- und Wechsel-Bank

Berliner Handels- und Frankfurter Bank

Hardy-Stolman Bank GmbH

Simonbank

Aktionärsbank

M. M. Warburg-Brockmann, Wirtz &amp; Co.

Aktionärsbank

Bayerische Vereinsbank

Deutsche Bank Saar

Aktionärsbank

Merck, Finck &amp; Co.

J. H. Stein

Swiss Bank Corporation (Overseas)

Limited

S. G. Warburg &amp; Co. Ltd.

Amsterdam-Rotterdam Bank N.V.

Banque de Paris et des Pays-Bas

Banque Populaire Suisse S.A.

Luxembourg

Kuwait Investment Company (S.A.K.)

Union Bank of Switzerland (Securities)

Limited

Banca Commerciale Italiana

Société Générale de Banque S.A.

Banque Internationale à Luxembourg S.A.

Credit Suisse First Boston

Limited

Swiss Bank Corporation (Overseas)

Limited

S. G. Warburg &amp; Co. Ltd.



FOR RECORD PURPOSES ONLY

## Norsk Hydro a.s.

Through its subsidiary Norsk Hydro (UK) Limited  
has acquired equity interests of  
50% and 10% respectively in:

Vinatex Limited  
and  
Staley Chemicals Limited

This transaction was financed by

National Westminster Bank Group

OCTOBER 1978

## FOOD PRICE MOVEMENTS

	November 2	Week ago	Month ago
BACON			
Danish A.1 per ton	1,115	1,115	1,115
British A.1 per ton	1,085	1,085	1,085
Irish Special per ton	1,010	1,010	1,010
Irish A.1 per ton	1,050	1,050	1,050
BUTTER			
NZ per 20 kg	12.39/12.72	12.59/12.72	12.59/12.72
English per cwt	73.14	77.81/78.15	77.81
Danish salted per cwt	80.95/81.72	78.98/81.87	78.98/81.87
CHEESE			
NZ per ton	1,181.50	1,181.50	1,181.50
English cheddar trade per ton	1,345	1,309.77	1,273
EGGS			
Home-produced			
Size 4	2.60/2.90	2.50/2.70	2.65/2.80
Size 3	3.10/3.40	3.00/3.30	3.10/3.40
BEEF			
Scottish killed sides ex-works	54.0/58.0	54.0/57.0	53.0/57.0
Yorkshire	54.0/58.0	54.0/57.0	53.0/57.0
LAMB			
English	52.0/56.0	52.0/56.0	52.0/56.0
PORK (all weights)	57.0/60.0	57.0/60.0	57.0/60.0
POULTRY (all weights)	36.0/38.0	36.0/38.0	36.0/38.0

\* London Egg Exchange prices per 120 eggs. † Delivered.

‡ Unavailable. § For delivery November 4-11.

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Currency Money and Gold Markets  
Dollar settles following rise

European central banks continued to support the dollar in quiet trading in the foreign exchange market yesterday. The U.S. currency was very strong against all currencies in early trading but eased fairly quickly and then moved within a narrow range throughout the rest of the day. The dollar opened at DM 1.9000 against the D-mark and rose to DM 1.9000, before settling at DM 1.8975, compared with DM 1.8950 on Wednesday. The U.S. currency also rose sharply against the Swiss franc, touching Sfr 1.54, before closing at Sfr 1.5350, compared with Sfr 1.5300 on Wednesday.

The dollar rose to Y18.75 in terms of the Japanese yen and finished at Y18.75, compared with Y18.50 on Wednesday. On Morgan Guaranty figures, the dollar's trade-weighted depreciation narrowed to 10.4 per cent from 11 per cent.

Sterling opened at £1.9650, the lowest level of the day, and traded between £1.9600 and £1.9600 during the morning. The unofficial reserve figures were well received however and the pound finished at its lowest level of £1.9675-2.0000, a fall of 2.125 cents on the day.

Forward sterling rose around 10 pips on Wednesday, reflecting the dollar's rise. The dollar's rise was followed by a rise in the yen, which rose to Y18.75 on Tuesday. The yen's rise was followed by a rise in the Swiss franc, which rose to Sfr 1.54 on Tuesday. The yen's rise was followed by a rise in the Japanese yen, which rose to Y18.75 on Tuesday.

FRANKFURT—The Bundesbank bought \$1.2m when the dollar was fixed at DM1.8975 against the D-mark, compared with DM1.73 on Wednesday. A rush of short covering pushed the dollar up in early trading, when it touched

THE POUND SPOT				FORWARD AGAINST £			
Nov. 2	Bank rate	Days' Spread	Close	One month	Three months	Six months	One year
U.S. \$	81.1560-2.1000	1.8975-2.0000	1.8975-2.0000	0.40-0.50 p.m.	2.10	1.80-0.80 p.m.	1.90
Canada \$	10.2280-2.55.55	2.2000-2.55.55	2.2000-2.55.55	0.40-0.50 p.m.	1.80	1.70-0.80 p.m.	1.70
Swiss F.	2.174.00	1.5300-1.53.00	1.5300-1.53.00	0.40-0.50 p.m.	1.80	1.70-0.80 p.m.	1.70
Deutsche M.	10.16.10.34	10.16.10.34	10.16.10.34	0.40-0.50 p.m.	2.10	1.80-0.80 p.m.	1.90
French F.	5.16.10.34	5.16.10.34	5.16.10.34	0.40-0.50 p.m.	2.10	1.80-0.80 p.m.	1.90
Italian L.	16.16.10.34	16.16.10.34	16.16.10.34	0.40-0.50 p.m.	2.10	1.80-0.80 p.m.	1.90
Japanese Y.	16.16.10.34	16.16.10.34	16.16.10.34	0.40-0.50 p.m.	2.10	1.80-0.80 p.m.	1.90
Spanish P.	16.16.10.34	16.16.10.34	16.16.10.34	0.40-0.50 p.m.	2.10	1.80-0.80 p.m.	1.90
Portuguese Esc.	16.16.10.34	16.16.10.34	16.16.10.34	0.40-0.50 p.m.	2.10	1.80-0.80 p.m.	1.90
Belgian B.	16.16.10.34	16.16.10.34	16.16.10.34	0.40-0.50 p.m.	2.10	1.80-0.80 p.m.	1.90
Dutch G.	16.16.10.34	16.16.10.34	16.16.10.34	0.40-0.50 p.m.	2.10	1.80-0.80 p.m.	1.90
Austrian S.	16.16.10.34	16.16.10.34	16.16.10.34	0.40-0.50 p.m.	2.10	1.80-0.80 p.m.	1.90
Greek Dr.	16.16.10.34	16.16.10.34	16.16.10.34	0.40-0.50 p.m.	2.10	1.80-0.80 p.m.	1.90
Israeli N.	16.16.10.34	16.16.10.34	16.16.10.34	0.40-0.50 p.m.	2.10	1.80-0.80 p.m.	1.90
Indian Rupee	16.16.10.34	16.16.10.34	16.16.10.34	0.40-0.50 p.m.	2.10	1.80-0.80 p.m.	1.90
Thai Baht	16.16.10.34	16.16.10.34	16.16.10.34	0.40-0.50 p.m.	2.10	1.80-0.80 p.m.	1.90
Singapore Dollar	16.16.10.34	16.16.10.34	16.16.10.34	0.40-0.50 p.m.	2.10	1.80-0.80 p.m.	1.90
Malay Ringgit	16.16.10.34	16.16.10.34	16.16.10.34	0.40-0.50 p.m.	2.10	1.80-0.80 p.m.	1.90
Philippine Peso	16.16.10.34	16.16.10.34	16.16.10.34	0.40-0.50 p.m.	2.10	1.80-0.80 p.m.	1.90
South African Rand	16.16.10.34	16.16.10.34	16.16.10.34	0.40-0.50 p.m.	2.10	1.80-0.80 p.m.	1.90
South Korean Won	16.16.10.34	16.16.10.34	16.16.10.34	0.40-0.50 p.m.	2.10	1.80-0.80 p.m.	1.90
Indonesian Rupiah	16.16.10.34	16.16.10.34	16.16.10.34	0.40-0.50 p.m.	2.10	1.80-0.80 p.m.	1.90
Thai Baht	16.16.10.34	16.16.10.34	16.16.10.34	0.40-0.50 p.m.	2.10	1.80-0.80 p.m.	1.90
Singapore Dollar	16.16.10.34	16.16.10.34	16.16.10.34	0.40-0.50 p.m.	2.10	1.80-0.80 p.m.	1.90
Malay Ringgit	16.16.10.34	16.16.10.34	16.16.10.34	0.40-0.50 p.m.	2.10	1.80-0.80 p.m.	1.90
Philippine Peso	16.16.10.34	16.16.10.34	16.16.10.34	0.40-0.50 p.m.	2.10	1.80-0.80 p.m.	1.90
South African Rand	16.16.10.34	16.16.10.34	16.16.10.34	0.40-0.50 p.m.	2.10	1.80-0.80 p.m.	1.90
South Korean Won	16.16.10.34	16.16.10.34	16.16.10.34	0.40-0.50 p.m.	2.10	1.80-0.80 p.m.	1.90
Indonesian Rupiah	16.16.10.34	16.16.10.34	16.16.10.34	0.40-0.50 p.m.	2.10	1.80-0.80 p.m.	1.90

Belgian rate is for convertible francs

Financial Times 01-248 8000

Six-month forward dollar 1.70-0.80 p.m.

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# Not much scope for Turkish delight

EARLY LAST month Shell up in 1961, and Dorchester in announced that it was removing one of its two oil drilling rigs from Turkey. It intends to re-move the other one next year. This decision was far from being a surprise, but it is a graphic illustration of the problems faced by Turkey's oil industry. The withdrawal of the rigs reflects the view, with which Turkish officials over-optimistically disagree, that oil resources in the country are limited, diminishing and expensive to develop. It will increase the suspicion with which Turkey, in general, and the energy sector, in particular, view foreign companies, and will throw the whole burden of oil exploration on the Turkish Oil Corporation (TPAO), at a time when the country's industry is desperately short of foreign exchange and working far below full capacity.

## Import burden

Turkey is not a major oil producer. Oil was first discovered in 1930, reaching peak production in 1969, when it totalled 3,623,192 tonnes (about 72,480 barrels/day). Since then output has been gradually declining and this year will probably total 3m tonnes (about 60,000 b/d). Its role in the Turkish economy, which is attempting to build up industry, is crucial. The effect of the rise in oil prices since 1973 has been devastating: as the accompanying table shows, Turkey has been forced to import more and more oil. This year the import burden will be an estimated \$1.5bn.

The governing authority is the Ministry of Energy, whose main operational arm, the TPAO, is all but 1 per cent government-owned. At present three foreign companies are operating: Shell, Mobil and Dorchester (Mobil purchases the whole of Dorchester's output). Ersan, a small private Turkish company, also produces oil. The foreign companies have contracts with the Ministry of Energy, under which they undertake to explore and develop wells in exchange for royalties of 12.5 per cent of income, to be paid either in cash or kind. Shell and Mobil started

Sivritepe and Dodan whose total 1977 production amounted to 230,448 tonnes a year (about 4,600 b/d). Ersan operates at Kahta, west of Diyarbakir, and its production has fluctuated considerably. It reached a peak of 74,375 tonnes in 1971 (about 1,500 b/d).

Domestic production by both foreign and Turkish companies has, however, been increasingly unable to match domestic consumption. In 1969 Turkey was supplying 55 per cent of its own needs, last year this was down to 19 per cent, and if foreign estimates of the country's long-term production potential are accurate, it is likely that Turkey's dependence on foreign oil will increase.

The Turkish Government has not been tough enough in trying to cut back on unnecessary consumption according to most private sector estimates. Many of the cars on the streets are ageing, immensely thirsty American models of the 1950s and 1960s. Turkey's pump prices used to be the cheapest in Europe, and in spite of increases this September and last, petrol remains cheap at 11.70 Turkish liras per litre for premium grades (about 24p), and at TL3.50 (about 18p) for regular grades. (The cost of diesel fuel was simultaneously cut by one-quarter to reduce the inflationary impact on industry and transport.) Even so, these moves have caused political problems and provoked Mr. Süleiman Demirel, the opposition leader, into calling the government of Mr. Bulent Ecevit "the architect of inflation."

Oil discoveries have centred on the south-east around Diyarbakir. At the end of 1977 TPAO had some 24 fields in operation; the main ones are Rami Raman (1,043 b/d in 1977), Raman (1,923 b/d) and Garzan (1,808 b/d). And at the end of last year it had some 307 production wells in operation, with 21 more on exploration rigs working and hopes of raising this number to 38 in 1979. Last year, it discovered fields at north and south Adigaman, Bolukyaya, at 38m tonnes and possible

reserves at between 400m and 600m tonnes. It projects production rates up to 1982 at 3m tonnes a year.

General estimates suggest that Turkey's oil reserves will last about 15 years, but the foreign oil companies believe that this is optimistic. When

## LOCAL OIL PRODUCTION

	1975	1976	1977	1977 (Jan-Aug)	1978 (Jan-Aug)
TPAO	1,101.6	1,030.1	1,070.1	699.1	629.1
Ersan	12.7	13.2	3.7	1.5	0.5
Shell	1,628.9	1,250.1	1,213.2	768.6	858.6
Mobil			340.8	224.1	191.0
Dorchester	352.7	301.8	85.2	56.3	47.4
TOTAL	3,095.5	2,595.3	2,713.0	1,750.1	1,735.6

## OIL CONSUMPTION

	1975	1976	1977
Local production	3,095.5	2,595.3	2,713.0
Imports	9,634.1	11,223.0	11,750.0
Total consumption	12,729.5	13,818.3	14,463.0

but has fallen considerably below that since. Shell's activities (in 1977 they involved 18 fields) are confined to an area north west of Diyarbakir in the south east, and two areas on the west coast, near the Aegean sea. It also shares a concession with TPAO near Adana on the south coast. It is currently producing from 18 fields, but production for this year is not likely to meet the increase of 13 per cent forecast by the company. Mobil's operations have centred on Bulgurdaz, Silivanka, and Selmu.

The long-term prospects for Turkish oil production would appear to be limited. The Turkish authorities feel, however, that a full assessment of oil which are found are likely to be small and not very prolific. Government officials talk of mid-Anatolia as a possible source of future discoveries. The foreign oil companies believe that if oil is to be discovered the most likely area is offshore in the Aegean Sea.

Shell's last exploration rig goes, TPAO will be the sole company still looking for oil.

Predictably, the Energy Ministry is far from happy at this state of affairs. One of its consistent complaints is that foreign companies have not really exerted themselves in seeking oil.

Foreign oil companies argue that commercially Turkish oil is not very attractive being mostly heavy with a relatively high sulphur content. Second, they argue the main production areas—around Diyarbakir in the south east—are in difficult terrain which makes it hard (and expensive) to locate, and any accumulations of oil which are found are likely to be small and not very prolific. Government officials talk of mid-Anatolia as a possible source of future discoveries. The foreign oil companies believe that if oil is to be discovered the most likely area is offshore in the Aegean Sea.

In the summer of 1976, Greece and Turkey almost went to war

after the despatch of the Turkish oil survey vessel Sismik I into disputed offshore areas. Since then exploration has been confined to uncontested waters. But although TPAO has been pressing on with exploration—it claimed to have drilled 96 wells in 1977—the ratio of finds to wells drilled has been extremely low.

It has also been severely handicapped by the lack of foreign exchange. It has, for example, been unable to take delivery of four Romanian drilling rigs due to lack of currency.

Is there any chance of the decline in Turkey's oil output being reversed? The World Bank has concluded a study in which it recommends the adoption of secondary methods of recovery. But associated gas is out because, with the exception of a field in the west of the country, most fields contain high proportions of carbon dioxide. Any other means of recovery—steam or water—would require considerable capital outlays which are beyond Turkey's current financial capabilities.

Turkey's shortage of foreign currency has also hindered its relations with the oil companies and Iraq. The ATAS refinery at Mersin is operated by Mobil (which has a 51 per cent shareholding in the company). Shell (27 per cent), and BP (17 per cent). The refinery has been running at only 40 per cent of capacity since oil imports from Mobil, Shell and BP were halted at the end of February as a result of the Turkish Government's failure to pay some \$168m for previously imported crude. The companies also complain of problems in remitting profits home.

BP is keen to end its involvement with the ATAS refinery and negotiations on withdrawal have been taking place with the Government.

In the short term, Turkey has succeeded in concluding agreements on oil imports with the Soviet Union, Iraq, Iran and Libya, which according to Mr. Beykal, the Energy Minister, should cover the country's oil requirements until the end of

the next year. The first with the Soviet Union is an agreement to provide 3m tonnes a year against the equivalent of 2m tonnes a year of wheat. The second with Iraq involves the rescheduling of a debt of \$234m and the delivery of 1.6m tonnes of wheat and other commodities between 1979 and 1983 against the guarantee of 5m tonnes of oil to be supplied next year.

It had been hoped that the opening last year of the pipeline linking Kirkuk in northern Iraq and Dörtyol on the Gulf of Iskenderun, with a capacity of 35m tonnes a year, might help ease Turkey's oil problems. But pumping was halted at the beginning of the year because of differences over transit royalties—two thirds of its 980km length passes through Turkey. The effect of the building of the Karakaya and Kahan 11 dams across the Euphrates on water supplies reaching Iraq has also caused political problems.

Pumping was eventually resumed at a rate of 15m tonnes a year, but a fire caused by an explosion has further delayed its operation. Some 35,000 tonnes of oil were lost. Repair work should have been completed at a cost of TL 40m (£833,000) at the end of last month.

## Vulnerable

Last July, Iran agreed to supply 1m tonnes of crude oil and 0.5m tonnes of oil products from the Abadan refinery in return for such commodities as cement, glass and meat. Libya has also agreed to provide 3m tonnes of oil next year.

These imports of 12m tonnes of oil taken with domestic production of about 3m tonnes should just about cover Turkey's needs for next year, particularly if economic activity remains at its present low level. But this technique of covering the costs of oil supplies through barter is clearly a risky one, dependent as it is to a large extent on good harvests. It illustrates graphically, too, just how vulnerable Turkey is in the energy sector which is so crucial to its economy as a whole.

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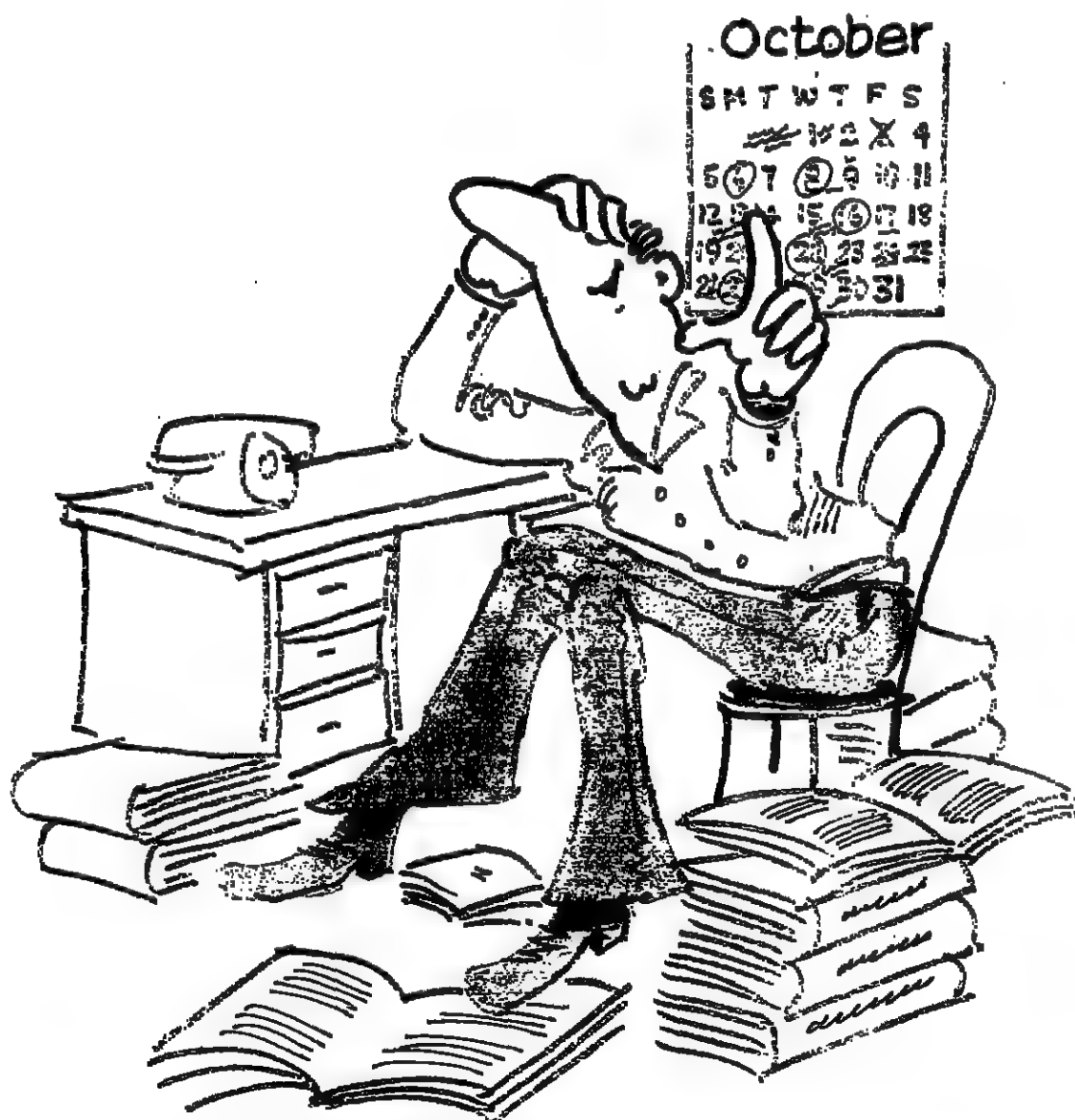
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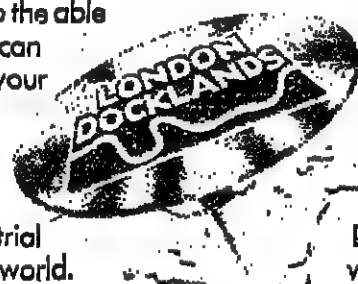
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	Nov. 1	Dec. 31	Oct. 30	Nov. 27	Dec. 26	Nov. 23	1955		
							since Completion		
							High	High	Low
Industrial	\$27.79	792.45	811.65	805.05	821.12	650.21	11.42	1051.70	61.22
							12.45	1111.65	66.23
Home Buys	86.67	86.70	88.89	87.24	87.24	87.51	90.88	86.67	
							85.11		
Transport	215.05	208.71	218.04	212.26	215.83	221.81	61.48	110.89	17.28
							62.61		17.23
Utilities	86.55	87.33	88.07	89.32	100.47	101.93	110.45	87.33	85.50
							13.11	131.13	26.44
Industrial 660/yr	\$0.450	42,580	53,430	40,530	51,887	51,388			

Ind. div. yield %		Oct. 27	Oct. 30	Oct. 31	Year ago approx
		5.89		5.29	5.49

STANDARD AND POORS		1974		Since Completion	
Nov. 1	Oct. 31	High	Low	High	Low
Industrial	107.75 105.42	105.51 104.58	106.55 107.92	118.17 116.22	104.86 102.5
				114.01 111.75	109.28 107.33
Composite	95.85 93.19	95.06 94.55	96.85 97.51	106.46 105.40	125.85 123.48
				112.01 110.51	111.00 109.50

Western Min

Long Term, Public Issues	9.05	9.34	9.81	9.12
Local Govt., Public Issues	8.67	8.65	8.58	7.78
<b>N.Y.S.E. ALL COMMON</b>				<b>Rises and Falls</b>
7-17-57				Nov. 1-31 Oct. 1-31 Oct. 1-31
Nov. 1-31	Oct. 1-31	Oct. 1-31	Oct. 1-31	
High	Low	High	Low	
68.79 61.17 62.85 62.85	64.56 64.56			
11.91 11.91				
<b>MONTREAL</b>				<b>1956</b>
Nov. 1-31 Oct. 1-31 Oct. 1-31				
High	Low	High	Low	
(Industrial)	205.61 205.61	202.57 202.57	202.16 202.16	162.30 162.30
(Composite)	215.20 215.20	207.48 207.48	210.04 210.04	172.62 172.62
<b>TORONTO</b>				<b>1956</b>
Nov. 1-31 Oct. 1-31 Oct. 1-31				
High	Low	High	Low	
(Industrial)	226.55 226.55	220.74 220.74	222.59 222.59	189.2 189.2
(Composite)	226.55 226.55	220.74 220.74	222.59 222.59	189.2 189.2
<b>JOHANNESBURG</b>				<b>1956</b>
Nov. 1-31 Oct. 1-31 Oct. 1-31				
High	Low	High	Low	
(Industrial)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
(Composite)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
<b>Australia</b>				<b>1956</b>
Nov. 1-31 Oct. 1-31 Oct. 1-31				
High	Low	High	Low	
(Industrial)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
(Composite)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
<b>Belgium</b>				<b>1956</b>
Nov. 1-31 Oct. 1-31 Oct. 1-31				
High	Low	High	Low	
(Industrial)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
(Composite)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
<b>Denmark</b>				<b>1956</b>
Nov. 1-31 Oct. 1-31 Oct. 1-31				
High	Low	High	Low	
(Industrial)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
(Composite)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
<b>France</b>				<b>1956</b>
Nov. 1-31 Oct. 1-31 Oct. 1-31				
High	Low	High	Low	
(Industrial)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
(Composite)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
<b>Germany</b>				<b>1956</b>
Nov. 1-31 Oct. 1-31 Oct. 1-31				
High	Low	High	Low	
(Industrial)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
(Composite)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
<b>Holland</b>				<b>1956</b>
Nov. 1-31 Oct. 1-31 Oct. 1-31				
High	Low	High	Low	
(Industrial)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
(Composite)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
<b>Hong Kong</b>				<b>1956</b>
Nov. 1-31 Oct. 1-31 Oct. 1-31				
High	Low	High	Low	
(Industrial)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
(Composite)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
<b>Italy</b>				<b>1956</b>
Nov. 1-31 Oct. 1-31 Oct. 1-31				
High	Low	High	Low	
(Industrial)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
(Composite)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
<b>Japan</b>				<b>1956</b>
Nov. 1-31 Oct. 1-31 Oct. 1-31				
High	Low	High	Low	
(Industrial)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
(Composite)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
<b>Switzerland</b>				<b>1956</b>
Nov. 1-31 Oct. 1-31 Oct. 1-31				
High	Low	High	Low	
(Industrial)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
(Composite)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
<b>Sweden</b>				<b>1956</b>
Nov. 1-31 Oct. 1-31 Oct. 1-31				
High	Low	High	Low	
(Industrial)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
(Composite)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
<b>Switzerland</b>				<b>1956</b>
Nov. 1-31 Oct. 1-31 Oct. 1-31				
High	Low	High	Low	
(Industrial)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
(Composite)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
<b>United Kingdom</b>				<b>1956</b>
Nov. 1-31 Oct. 1-31 Oct. 1-31				
High	Low	High	Low	
(Industrial)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
(Composite)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
<b>U.S.A.</b>				<b>1956</b>
Nov. 1-31 Oct. 1-31 Oct. 1-31				
High	Low	High	Low	
(Industrial)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
(Composite)	243.5 243.5	229.4 229.4	230.5 230.5	177.0 177.0
<b>WEDNESDAY'S ACTIVE STOCKS</b>				<b>Change</b>
Stocks				Closing
Pan-Am. Airways				478.200
Rafaela Int'l.				404.250
General Motors				438.000
RCA				452.000
Radio Mkt.				449.400
U.S. Steel				425.000
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# The Property Market

BY JOHN BRENNAN

## The elderly giant

LAND SECURITIES Investment Trust is the highest, but is it the best? Stockbroker Rowe and Pitman, Hurst-Brown comes up with an astonishing answer. In half the return on long gilt (not only the best, it is now a better institutional investment than direct holdings of prime property).

An answer like that takes some swallowing. And the broker tries to make it more palatable by concentrating its analysis on the group's income potential. Land Sees has estimated that, at static (1977) rents, reversions due within its £828m of properties will provide 12 per cent compound rent growth for the next nine years. With a forecast dividend this year worth 3.55 per cent (at 230p), or 5 per cent fully distributed, the broker shows that a fully distributed yield of 9.2 per cent is in sight by 1987.

No one is likely to argue with R and P's case so far. But the broker dives into contentious waters with the next part of its argument where it compares a purchase of Land Sees' shares to direct property acquisition. Taking prime property buying yields at 6 per cent R and P says that, assuming no growth in rent levels, Land Sees' reversions and the impact of gearing on its attributable profits (debt stands at a third of assets) means that "an investment in Land Sees will produce a far higher return than an investment in prime property."

8m sq ft of central London properties, "have been developed or modernised since 1960." Up to 15 years, is not old. But is it really all that modern? And with 8m sq ft that has come of age even on R and P's undemanding basis, does Land Sees' portfolio really justify the broker's title of "high class?"

What lifts the broker's analysis above a pure song of praise for Land Sees is its close look at the management's philosophy. As brokers to the group, in fact that it felt was sufficiently well known not to mention in the report, R and P speaks with authority on the reorganisation that created a central management operation and which appears to have dubbed Peter Hunt as Lord Sninu's heir.

The sight of Land Sees passing its days quietly managing and modernising its existing portfolio—which R and P believes is worth 320p a share—may appeal to institutions. And a market capitalisation of close to £1bn makes the share the only sizeable equity alternative to pooled pension funds or direct property holdings. But equity managers will have to forget its past record of underperformance in bull markets, and property managers accept the absence of information on lease structures before R and P convinces the market that the "blue chip" is also a glamour stock.

In its detailed breakdown of the group's portfolio R and P concludes that around 4m of the

At the current letting rate around half of the 600,000 sq ft of offices standing empty



In Bristol at the beginning of the year will be off the market by Christmas. Following years when the Property Services Agency was the only active tenant in the city, commercial demand for offices has returned.

Mike West, the city's Industrial Development Officer, says that just six months ago, after four years of silence, his office started to receive a couple of enquiries a week from companies looking for suitable office sites in Bristol. And recent lettings show that these enquiries are serious.

Following Sperry Grosvenor's recent letting of City Offices' 90,000 sq ft Temple Colston House, at around £2.50 a sq ft, Tim Stevenson of Bristol agents Lalonde Brothers and Parham reports the first major letting in Scottish Life Assurance's 78,850 sq ft Temple Way block. The building on Bristol's inner ring road, has been standing empty for nearly 18 months.

Now Guardian Royal Exchange Assurance has taken a 24,000 sq ft section at £2.15 a sq ft and, as for the deal were agreed in the spring, in talks with two potential tenants for the rest of the building Lalonde is now asking rents of up to £2.85 a sq ft.

Guardian Royal is following the gradual shift of insurers from the central, Corn Street area of Bristol to the inner circuit road area. And its move was delayed until this week's completion of the sale of its freehold 20,000 sq ft former Corn Street offices (16ft) to the Bristol and West Building Society.

All but 500 sq ft of Scottish Life's other, 17,000 sq ft development in the city at 10 Queen's Square has now been let at rents ranging from £3 to £3.50 a sq ft. And Lalonde achieved over £3 a sq ft for C. J. King and Sons' 11,000 sq ft scheme at 8 to 10, The Grove, overlooking the harbour.

Financial Times Friday November 3 1978

The largest of the remaining empty building is Lalonde Properties' 141,000 sq ft giant at Whitefriars where Lalonde and J. P. Sturge have had to snip 50p from the £3.50 asking rents to let a 15,000 sq ft section to Avon County. Inter City House, the 80,000 sq ft block that Electricity Supply Nominees bought from Westmorland, and where Lalonde acts jointly with Richard Ellis, is the only other completed unit of comparable size on the market at the moment. But the former Town and Commercial tower block now being completed by Norwich Union will bring another 140,000 sq ft on to the market in 12 months. And that building's rather elderly design is counterbalanced by its position, next to Bristol's Holiday Inn and over the Broadmead shopping centre.

Renewed letting interest has enabled other developers to take a fresh look at some of the 2m sq ft of schemes in

the city that were shelved after the 1975 crash. Standard Life has said it will eventually go at with its 60,000 sq ft project Broad Quay. But the large single area of new development on the horizon is idea for up to 500,000 sq ft of new offices on a can site by the "Home Triangle" six miles from city centre.

North Avon District Council is prepared to put its Community Land Act behind John Lalonde's offer of a 140-acre site in "triangle" which between the M4 and Motorways, and the

If Lalonde's enthusiasm for the local letting market proves to be correct, it will be one of the developers to benefit, by ing its Whitefriars block, pulling in tenants for Hampton scheme, where the market justifies it, it could be up, and occupy late 1979.

## A question of yields

THE SECOND issue of Jones Lang Wootton's Property Index, published today, shows just how cheap investment properties were in the late 1960s. But it also shows how dependent current property yields are upon historically high rental growth expectations.

To highlight the point that timing is as critical as the length of rent review patterns when buying property, J.L.W. makes a comparison of gross redemption yields on properties bought by its hypothetical portfolio in 1967 and in 1973.

certainly not trying to make a case for secondary investment. Indeed, recent portfolio yielding sales suggest that many funds with mature portfolios containing ageing properties now take the view that the best growth has been achieved and are taking advantage of a strong market to sell out. What J.L.W.'s comparison does do is to raise timely questions about current yields.

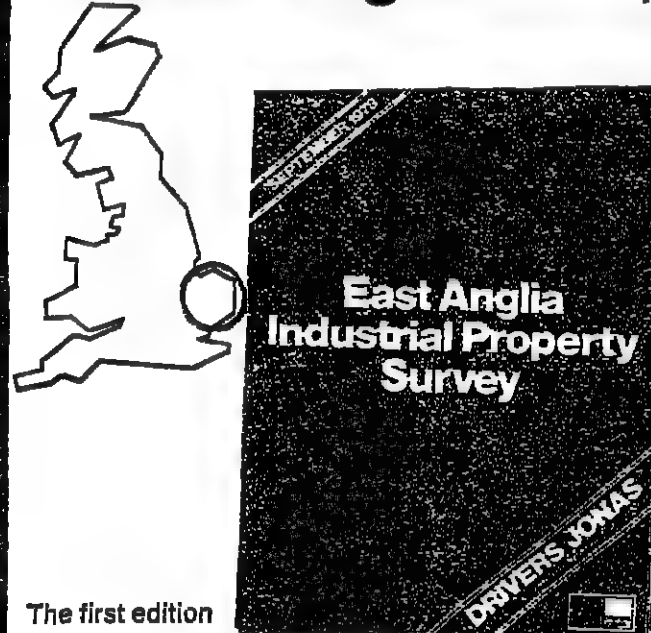
At initial buying yields ranging between 5 and 6 per cent for good offices, and below 5 per cent for prime shops, funds targeting the later buys are let on modern, five-year reviews. J.L.W. does not attempt to read too much into the comparisons, and it is year. That is not necessarily

too demanding on past performance. But some of the more spectacular low yield purchases in recent months imply very fine tuning of growth rate expectations, or a very optimistic view of the future. We shall see. Apart from its interesting side

Gross Redemption Yield Analysis	
Year of purchase	1967
Number of properties	16
Book cost	£3.1m
Current resale value	£11.6m
Initial yield at purchase (per cent)	7.3
Current equated yield (per cent)	5.4
Rental growth since purchase (per cent)	8.0 pa
Gross redemption yield since purchase (per cent)	17.4 pa
Target GRY at purchase (per cent)	7.1 pa

# INDUSTRIAL AND BUSINESS PROPERTY

## A comprehensive guide to Industrial Property in East Anglia



The first edition of an essential guide for companies occupying warehouse or factory premises in East Anglia, or considering moving to or expanding in the region. For a complimentary copy contact Christopher Armon-Jones or John Belsey on 01-930 9731

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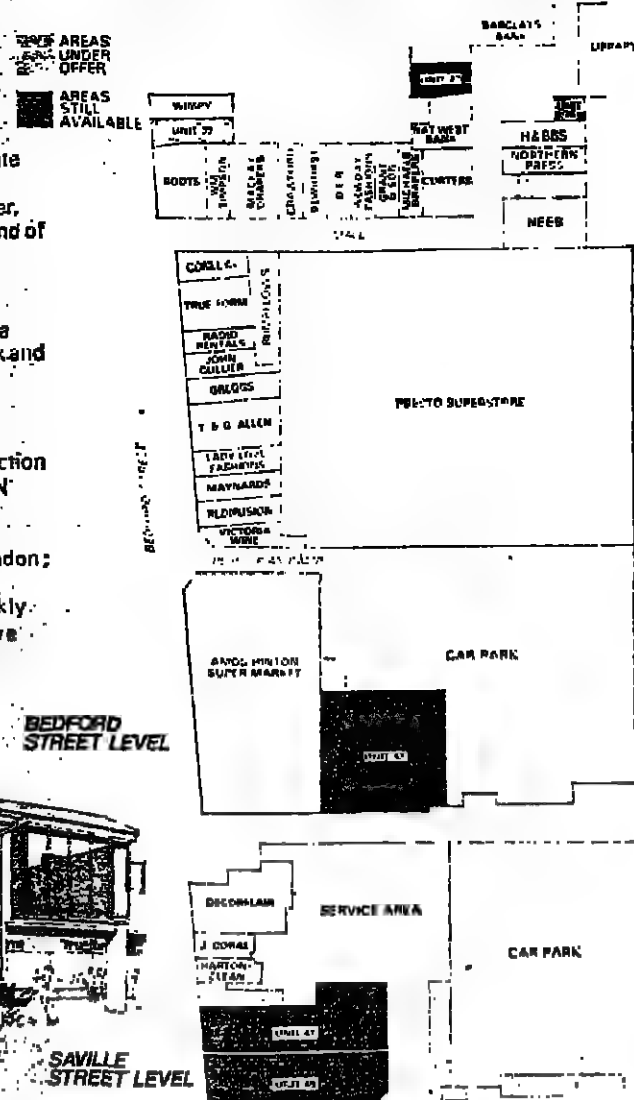
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## Land for Development

**CARDIFF OFFICE**  
Llantrisant, Mid Glam. Ref. MG.2.  
The Authority seeks tenders for a lease, up to 99 years of approximately 6.6 ha (16.3 acres) of industrial and warehouse development land near to the Royal Mint, and some 3 miles north of the M4 (Junction) Interchange, on the A4195. The land is within an area enjoying special development status.  
Tenders shall be returned by 12 noon, Tuesday - 12th December 1978.

**Caepridde, Mid Glam. Ref. MG.3.**  
The Authority seeks tenders for a residential building site of approximately 11.6 ha (29 acres).  
The site is located on the north western outskirts of the town, Caepridde is an established commuter centre for Cardiff and elsewhere in south east Wales.  
Tenders shall be returned by 12 noon, Wednesday - 20th December 1978.

**Tongwynlais, N. Glam. Ref. CDFF/18**  
The Authority seeks tenders for approximately 1.41 ha (3.5 acres) of residential building land.  
The site is situated on the northern outskirts of Cardiff about 1/4 mile from the M4 Coryton Interchange.  
Tenders shall be returned by 12 noon, Tuesday - 28th November 1978.

**Omore, South Glam. Ref. NG.15**  
A total of 24 serviced building plots are offered in plots comprising 8 plots.  
Development will consist of detached bungalows. Omore-by-Sea lies within the area of the Glamorgan Heritage Coast.

**WREXHAM OFFICE**  
Chirk, Clwyd. Ref. C.7.  
Offers are invited for a 1.12 ha (2.78 acres) approximately of residential building land adjoining an existing estate and having easy access to the A5.

**Sale, Gwynedd. Ref. G.6.**  
Offers are invited for a number of large individual residential plots.

**Dolgellau, Gwynedd. Ref. G.5.**  
Offers are sought for 0.84 ha (2.1 acres) approximately of residential building land and also for a number of individual plots of approximately 1/4 acre each.

**Llandudno, Gwynedd. Ref. G.4.**  
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Parcel No. 1 - 1.75 ha (4.3 acres) approximately. Suitable for good sized dwellings.  
Parcel No. 2 - 0.4 ha (1.0 acres) approximately. This site could be developed with up to 12 linked detached dwellings.

**Connah's Quay, Clwyd. Ref. C.1.**  
The Authority seeks tenders for a lease, up to 99 years, of a public house site having a frontage to Wep's Lane, Connah's Quay. The site extends to approximately .59 ha (1.45 acres).  
Tenders shall be returned by 12 noon, Tuesday - 30th January 1979.

All the above properties have the benefit of outline planning permission. Further particulars obtainable from the appropriate office, as follows:



**LAND AUTHORITY FOR WALES**  
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Area Land Manager (SE)  
Land Authority for Wales,  
Bristol House,  
Foster Road,  
Cardiff, CF2 1SD  
Tel: 0222-498077

Area Land Manager (NI)  
Land Authority for Wales,  
33 Grosvenor Road,  
Wrexham,  
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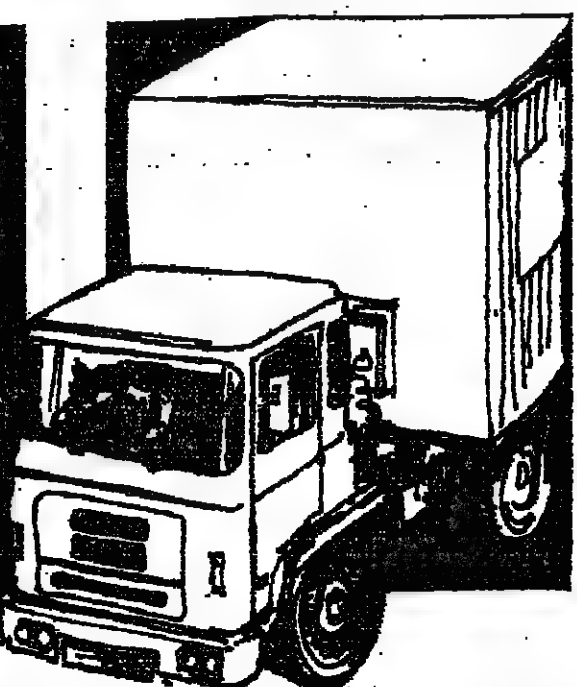
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## PROPERTY DEALS

### Barclaytrust pays £300,000 an acre

JOHN AND PETER BECKWITH'S Second London Wall property group is the latest private developer to break the £300,000 an acre barrier for industrial land with its purchase of Tait and Lyle's 31-acre Hammersmith site off the Fulham Palace Road. A forward sale of the scheme to Barclaytrust provided the funding for a 145,000 sq ft industrial/warehouse project, 80,000 sq ft of which has now been pre-let at around 13 a square foot by Grant and Partners, Second London Wall's advisers, and its joint letting agents Healey and Baker. The first phase will be completed by next July.

IT WILL take 10.3m an acre to buy another major London industrial site, British Steel's former steel stockholding centre at River Way, Greenwich SE10. Brian Gosnell and Andrew Bullford move into offices at 25, Broadway, New York, on Monday. Samuel R. Walker, chairman of Real Estate Councilors William C. Walker Sons Inc. becomes H and B's U.S. consultant. Like Jones Lang and Richard Ellis before it, H and B is initially floating its U.S. operation on the back of its existing British and European investment clients' interest in the North American market.

FRESH from Debenhams Tewson and Chinnocks' computer, the initial office floorplans in the Elmsford district of the City is now 2.51m sq ft. Only 116,000 sq ft of new space came onto the market in the month (September's 355,000 sq ft having been boosted by the inflow of ex-Floor buildings). Around 0.2m sq ft was let last month, and the figures show that there are now only 4 City buildings of over 30,000 sq ft and one of over 100,000 sq ft on the market.

MERCHANT INVESTORS: £23.5m property fund has sold one of its earliest purchases, the 375 sq ft shop and 1,480 sq ft office building at 218 Oxford Street, W.1. The space had been leased to Rattners the Jewellers for £38,000 a year on a 60 year lease with seven yearly reviews. Rattners has now bought the space for "around £1m". Not surprisingly, all agree the sale price is being on a "particularly advantageous yield basis" and has filled the gap in its portfolio with two freehold shops. Richard Ellis, M.I.'s property fund manager, has bought a freehold shop in Broad Street, Reading, for £850,000 and a freehold in central Liverpool for £1m. Both are vacant and in

need of refurbishment. Shops account for 8.4 per cent of the M.I. fund by value with combined shop and office buildings making up another 20.4 per cent. Industrial units are valued at just over a fifth of the fund value and developments account for 4.8 per cent after adding in two new industrial schemes.

M.I. has paid £405,000 for Metal Mouldings' 1.8 acre freehold site off Park Royal, NW 10, where Ellis and Edward Erdman (who acted for Metal Mouldings) are in jointly let 50,000 sq ft of new space in 6,500 to 8,000 sq ft units due for completion at the end of 1979.

In a £800,000 purchase M.I. has also bought Dunning Limited's completed 30,000 sq ft industrial/warehouse scheme in Lavender Road, Farnborough. The developer has guaranteed its agents rents until Conway Bell and Partners, and Ellis have found tenants for the space at around £2 a sq ft.

HEALEY AND BAKER is the latest British agency to set up an office in the U.S. H and B's Brian Gosnell and Andrew Bullford move into offices at 25, Broadway, New York, on Monday. Samuel R. Walker, chairman of Real Estate Councilors William C. Walker Sons Inc. becomes H and B's U.S. consultant. Like Jones Lang and Richard Ellis before it, H and B is initially floating its U.S. operation on the back of its existing British and European investment clients' interest in the North American market.

RICHARD HODGSON, a former Mackenzie Hill director, picked an unfortunate time to graft a commercial side onto the Berkshire residential property practice of A. C. Frost and Co. He arrived in time for the 1973 crash, and Frost's commercial operation started life with a profile too low to be visible. Now the business is beginning to flow. And in two deals completed in the past few weeks Frost has carried out a full investment surveying role.

There is plenty of industrial space but precious few modern freehold offices in Slough, hence the scramble for Wilson (Connolly) Holdings' 12,000 sq foot scheme at Westmill Road, Slough. Frost introduced the developer to the site and arranged a forward sale of the scheme to the First Wyvern Property Trust which Mr. Hodgson says, will take a 81 per cent yield on the space, now let at £15.50 a sq foot in Avia, Fletcher, King and Megran acted for Avia, and earlier for First Wyvern.

Frost has also now bought Shell's 185,000 sq foot research centre at Egham, Surrey on behalf of the pharmaceuticals group Richardson Merrell, Shell, which handled the sale itself, had been asking £2.5m for the centre. JB

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page 19

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BUSINESS PROPERTY

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# FARMING AND RAW MATERIALS

## S. African citrus export peak

By Bernard Simon  
JOHANNESBURG, Nov. 2

SOUTH AFRICA'S citrus exports are expected to reach record levels for the third successive year. According to the Citrus Export Board, 1978 citrus exports are expected to total about R180m (100m) compared to R175m in 1977.

This year's surge in export receipts has been accounted for by both higher quantities and higher prices. About 25m cartons of oranges have been shipped by the end of the month, against 24.6m cartons last year. Sales, totalling 1.3m tons, are 35 per cent up on 1977.

Mr. Ray Hauptfleisch, the Citrus Export Board's commercial manager, says that "prices in the market were very good" and that the export of citrus fruit was "the best of the big European crop". South African citrus growers have managed to hold their prices in recent months. Lemons, for instance, have been selling at record prices of up to R9 per 15kg carton.

Britain remains South Africa's best single market for citrus, with about 16 per cent of the exports. The UK's share has declined, however, as increasing quantities of fruit have been sent to Middle East countries.

## U.K. plans £20m advance for Zambia copper

By JOHN EDWARDS, COMMODITIES EDITOR

BRITAIN IS to make a £20m advance payment to Zambia for copper against purchases of copper for delivery in 1980. Dr. David Owen, Foreign Secretary, announced in the Commons yesterday.

He said the copper would be sold to British buyers in such a way as not to disrupt the market's normal workings. The quantities of copper involved would depend on the contract prices at the time of delivery.

The advance payment, which amounts to an interest-free loan, is to help meet Zambia's urgent need for foreign exchange, aggravated by depressed copper prices in recent years.

It is believed that the £20m will be used mainly for the mining industry in Zambia to help pay for spare parts and equipment needed to maintain production, and port dues so that the copper can be shipped to the port to earn export revenue. Help is also to be given for expanding cobalt production.

Full details are yet to be worked out, but the copper purchases are to be handled, but it is claimed that they will be part of the normal purchases of British industry rather than extra supplies.

## Commodity markets unsettled

# Preparing for the mating season

By JOHN CHERRINGTON, AGRICULTURE CORRESPONDENT

ALTHOUGH THE drought in the south of England is beginning to make arable farmers, myself included, concerned about the germination of their seeds, my sheep have never looked better. It is a commonplace that sheep and cattle do well in a dry time, as long as they have sufficient to eat. Although some of my pastures are beginning to dry up, the feed remaining must be so high in dry matter that it is almost the equivalent of hay.

This is illustrated by the fact that in a normal October ewes will seldom drink water at all. Even if it doesn't rain much the grass is usually so dry that they have ample moisture. But this time it is essential to see that the troughs are running, wetting in the old days it was generally believed that sheep did not need water and it was carted to them only at lambing time. But that, like many shibboleths, has been disproved by modern practice. In my experience, a good water when on dry feed is the best way to make sheep lose condition.

Condition is important at this time of year because October and November are the main periods for mating. It has been proved that condition of the ewe at this time determines to some extent the number of lambs she finally produces.

This again is a fairly new development. In the old days it was generally believed that ewes should be on a rising trend of nutrition when mating. The term used was "flushing" and progressive farmers went to great lengths to make sure that ewes had a supply of fresh green feed, grass or silage, for the 10 or 12 or 14 weeks before the lambs were introduced to the flock.

Some farmers even went to the extent of cutting down feed before the ewes were flushed, in is about five calendar months; the misguided notion that the ewe's heat cycle lasts for 17 days, violent change of feed would of itself stimulate the ewe's condition and reproductive processes. In recent years scientists at Ruakura in New Zealand have proved, to the satisfaction of any way, that the weight of ewes at mating is the most important factor determining lambing percentages.

There are, of course, genetic differences between the breeds used in New Zealand, mainly pure-bred, and the hybrids used for lowland farming in Britain, which are naturally more prolific. But I believe over all that the weight or condition of the ewe at the crucial time is most important.

This is borne out to some extent by the lambing percentages of hill ewes. They seldom reach 100 per cent on their native pastures, but once brought to lowland farms there is an immediate boost to their lambing percentages.

I used to think that the number of lambs born was entirely a reflection of condition at conception. The thriving ewe produced more eggs, so there were more lambs. Some time ago, however, I believe that the real reason for poor lambing results is the condition of the ewe during pregnancy, sometimes quite early in the pregnancy. Ewes which have twins in the womb will share, so it is not surprising that even if they have twins, they are often born dead or weak.

I treat this finding with some scepticism. In the bad winters of 1944-47 and 1962-63 it was extremely difficult to maintain the condition of the ewe during pregnancy. They lambed mostly in little milk many lambs failed to survive through weakness. The ewe's period of gestation is 147 days.

## Spanish mercury price protest

SPANISH mercury producers, Las Alamos y Almadenes y Arraznaga, have withdrawn as a seller from mercury (quicksilver) free market and until December 31, 1978, will be selling at \$100 a kilo, for Spanish producers, a bargain for other producers, the representatives said yesterday.

The company said it made the move because present free market quotations of about \$122-\$127 per kilo did not reflect the current situation. Almadenes has difficulty in selling 150 tons demand for quicksilver. For some years competition of the metal has been reduced because of pollution fears.

Because of this, there is competition for the available metal. Many dealers, in fact, have dropped out of the market, use of competition from producers such as Italy, Yugoslavia, Peru and Mexico.

## EEC proteins campaign attacked

A SENIOR EEC official surprised delegates at this week's World Protein Conference in London by attacking the EEC's campaign to promote vegetable protein sales in Europe.

Mr. Anthony Kinch, a senior official at the EEC Commission in Brussels, said people would be more convinced of the sincerity of the vegetable protein industry's claims to be improving world nutrition if it devoted its efforts to supplying products for the underdeveloped world.

Instead, said Mr. Kinch, the industry seemed most interested in securing markets in the already over-supplied Western economies.

The existence of vegetable protein does not figure in our plans for the next two years," Mr. Kinch made it clear that the EEC's campaign is worried about the expansion and largely American-controlled vegetable protein thrust into EEC markets.

Professor A. G. Ward, of the University of Leeds, and chairman of both the recent British and EEC studies on vegetable proteins, said the industry seemed to think that existing restrictions militated against the market for vegetable proteins. "In my opinion legislative changes are unlikely to transform the commercial success of the products," he said.

## Problems for U.S. options programme

WASHINGTON, Nov. 2

THE U.S. commodity Futures Trading Commission has decided that the options "pilot programme" will be limited to three to six commodities, perhaps two each from the metals, financial instruments and soft commodities groups.

Commissioner Gary Seever said unless the Commission got full relief from the wage and hiring freeze imposed by the Office of Management and Budget last week he could not see how the agency could implement the pilot programme.

The freeze prevents the agency from hiring the additional 50 people authorised by Congress to staff the options programme.

The commission now plans to draft final regulations and to apply for a waiver on the hiring freeze of the office of management and budget. The final rules in the regulatory plan will be submitted to Congress next.

London Metals Exchange traders will be eligible to apply for designation to grant dealer options in the U.S. after December 1, Mr. Seever said.

## U.S. may curb sugar imports

WASHINGTON, Nov. 2

By the end of August, Census Bureau figures show, U.S. sugar imports from non-USA countries amounted to 35,000 tonnes, comprising 13,000 tonnes from Belgium, 13,000 tonnes from Uruguay, 12,300 tonnes from France and 11,000 tonnes from Colombia.

"We are not anxious to use up all the quota before we even enter 1979," one official said.

The U.S. may decide to seek to limit sugar imports from non-USA members to 100,000 tonnes in 1978, leaving 36,610 for 1979, he added.

The customs service has begun monitoring imports from non-USA members, while President Carter has the authority to stop any further imports from all non-USA countries as soon as the quota is reached.

On the London futures market yesterday sugar prices opened slightly higher but soon fell under the influence of the decline was encouraged by India's emergence as a seller of up to 80,000 tonnes of whites.

## Peruvian palm oil expansion

WASHINGTON, Nov. 1

THE PERUVIAN Government is making 30,000 to 30,000 hectares of land in the Tachuea area available to the private sector for palm oil production, the U.S. Agriculture Department said yesterday.

## COMMODITY MARKET REPORTS AND PRICES

BASE METALS			
Aluminum	100.00	100.00	100.00
Copper	100.00	100.00	100.00
Gold	100.00	100.00	100.00
Iron	100.00	100.00	100.00
Lead	100.00	100.00	100.00
Nickel	100.00	100.00	100.00
Palladium	100.00	100.00	100.00
Platinum	100.00	100.00	100.00
Silver	100.00	100.00	100.00
Tin	100.00	100.00	100.00
Zinc	100.00	100.00	100.00

## PRICE CHANGES

Metals			
Aluminum	100.00	100.00	100.00
Copper	100.00	100.00	100.00
Gold	100.00	100.00	100.00
Iron	100.00	100.00	100.00
Lead	100.00	100.00	100.00
Nickel	100.00	100.00	100.00
Palladium	100.00	100.00	100.00
Platinum	100.00	100.00	100.00
Silver	100.00	100.00	100.00
Tin	100.00	100.00	100.00
Zinc	100.00	100.00	100.00

## INDICES

FINANCIAL TIMES			
Nov. 1	100.00	100.00	100.00
Nov. 2	100.00	100.00	100.00
Nov. 3	100.00	100.00	100.00
Nov. 4	100.00	100.00	100.00
Nov. 5	100.00	100.00	100.00
Nov. 6	100.00	100.00	100.00
Nov. 7	100.00	100.00	100.00
Nov. 8	100.00	100.00	100.00
Nov. 9	100.00	100.00	100.00
Nov. 10	100.00	100.00	100.00



## Market's snap movement on \$ defence move reversed

### 30-share index loses bulk of Wednesday's late rally

## FINANCIAL TIMES STOCK INDICES

	Nov. 2	Nov. 1	Oct. 31	Oct. 30	Oct. 27	Oct. 26
Government Secs.	58.66	58.77	59.28	59.34	59.37	59.36
Fixed Interest	70.17	70.22	70.92	70.63	71.02	71.05
Industrial	472.4	472.2	478.9	484.4	483.2	484.4
Gold Mines	134.0	131.1	143.4	148.4	149.2	148.0
Gold Mines (25-5 p.m.)	97.0	95.6	105.1	110.0	110.4	109.2
Ord. Div. Yield	5.73	5.66	5.67	5.60	5.62	5.58
Earnings, 1% (officially)	15.85	15.65	15.67	15.49	15.58	15.53
P/B Ratio (net) (*)	8.33	8.44	8.43	8.53	8.51	8.32
Dollars marked	5,016	4,377	4,658	4,337	4,670	4,612
Equity turnover %	—	93.98	66.97	62.27	78.71	89.51
Equity tangibles total	—	16,240	12,894	14,824	15,781	17,065

HIGHS AND LOWS				S.E. ACTIVITY		
	1978		Since Completion		Nov. 8	
	Low	High	High	Low		
Gert. Acc.	78.58 (311)	68.65 (211)	127.4 (611/56)	49.18 (131/70)	-Daily Gly Edged	144.7
Pized Int.	81.27 (311)	70.17 (211)	150.4 (311/47)	50.53 (111/70)	Industrials	181.7
Ind. Ord.	525.5 (14/8)	453.4 (23)	549.2 (14/9/7)	46.4 (26/6/40)	Speculative	113.8
Gold Mines	206.6 (14/8)	130.3 (14/8)	442.3 (22/6/7)	45.5 (26/10/4)	S.A. range (Gly-Edged)	157.1
Gold Min.	122.3 (14/8)	60.5 (14/8)	84.4 (24/4)	55.6 (26/6/7)	Industrials	155.6
(S-E) gen.					Speculative	108.2
					Totals	108.2

Option	January				April				July			
	Ex'cise price	Closing offer	Vol.	Closing offer	Vol.	Closing offer	Vol.	Closing offer	Vol.			
HP	750	135	5	—	—	—	—	—	—			
BP	450	52	—	72	5	—	—	—	—			
BP	900	22	10	44	—	—	—	—	—			
BP	950	8	20	22	—	—	—	—	—			
Comm Union	130	10	1	14	5	—	—	—	—			
Comm Union	140	8	3	8	—	—	—	—	—			
Comm Glob	150	23	5	28	—	—	—	—	—			
Comm Glob	190	5	24	10	20	—	—	—	—			
Comm Glob	200	5	1	5 1/2	10	13	18	—	—			
Comm Glob	110	9	1	16	—	—	—	—	—			
Courtauld	120	4 1/2	24	8	—	—	—	—	—			
Courtauld	130	2 1/2	19	4	—	—	—	—	—			
GEA	280	28	10	42	14	—	—	—	—			
GEA	330	8	10	20	—	—	—	—	—			
HR	220	8	58	14	14	27	—	—	—			
HR	260	9	45	5	28	15	—	—	—			
Gravel Met.	120	9	3	18	—	—	—	—	—			
Gravel Met.	110	3 1/2	54	7	42	2 1/2	—	—	—			
Gravel Met.	120	4 1/2	5	48	5	5	—	—	—			
ICI	350	50	10	28	17	27	—	—	—			
ICI	380	10	13	14	24	16	—	—	—			
ICI	380	7	19	13 1/2	—	—	—	—	—			
ICI	440	2 1/2	14	6 1/2	24	—	—	—	—			
Land Sec.	230	14	10	22	14	12	—	—	—			
Land Sec.	240	10	1	14	16	—	—	—	—			
Land Sec.	210	11	54	5	—	—	—	—	—			
Marble & St.	50	22	5	10 1/2	—	—	—	—	—			
Marble & St.	70	7	1	—	—	—	—	—	—			
Marble & St.	5 1/2	5	16	10	18	18	—	—	—			
Marble & St.	60 1/2	5	15	15 1/2	24	24	—	—	—			
Totals			458		247		47					

Option	November				February				May			
	Ex'cise price	Closing offer	Vol.	Closing offer	Ex'cise price	Closing offer	Vol.	Closing offer	Ex'cise price	Closing offer	Vol.	
BUC Intl.	70	1	—	1 1/2	30	—	—	—	—	—	—	
BUC Intl.	80	1 1/2	—	2 1/2	57	—	—	—	—	—	—	
Bovis	280	12 1/2	5	15	—	—	—	—	—	—	—	
Bovis	290	10	—	10	—	—	—	—	—	—	—	
Bovis	240	3 1/2	—	8	—	—	—	—	—	—	—	
Bovis	260	1 1/2	80	14	—	—	—	—	—	—	—	
Bovis	140	2	—	14	24	—	—	—	—	—	—	
EMI	180	1 1/2	—	14	24	—	—	—	—	—	—	
EMI	180	1 1/2	—	14	24	—	—	—	—	—	—	
Imperial Gp	80	5	—	10	7	—	—	—	—	—	—	
Imperial Gp	80	5	—	10	7	—	—	—	—	—	—	
ITC	280	19	—	26	10	40	—	—	—	—</		

OCTOBER TRANSACTIONS						
of all cases in m	Total %	Number of bargains	Total %	Average value per day £m	Average value per bargain £	Average number of bargains per day
5.5	45.6	23,528	5.3	197.1	184,271	1,069
3.2	24.7	35,212	7.7	106.9	66,828	1,601
2.0	4.3	1,832	0.4	18.7	224,909	83
9.0	3.8	3,075	0.7	16.3	116,760	140
7.6	2.9	10,702	2.3	12.6	25,941	486
3.2	0.1	2,010	0.6	0.6	6,598	91
1.8	1.5	37,389	8.2	6.4	3,794	1,700
0.6	17.1	342,459	75.1	73.7	4,732	15,566
3.1	100.0	456,207	100.0	442.4	20,853	20,736

of capitalization? Reintroduced S2 Issued in connection with passage  
owner or take-over on introduction. Issued in former preference bill

Dom. and Intl. Prets (20)	71.80	71.80	71.80	72.00	72.04	72.09	72.09	72.12
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Completion yield Highs and lows record, basic rates and values and construction charges are published in S&P  
 A list of the concurrences is available from the Publishers, 45 E. Wacker Drive, Chicago, Ill. 60601



## OFFSHORE AND OVERSEAS FUNDS

[illegible]

27.19	01-04-02	Welfare Insurance Co. Ltd.V		Neat sub. Oct. 31.	Worldwide Gls Fld	5/15/39	1	—
19.46		Windside Park, Exeter						
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Property Consultants  
to Commerce and Industry  
47 Great Russell Street, London W.1H 3PA. 01-637 4577

# FT SHARE INFORMATION SERVICE

## FOOD, GROCERIES—Cont.

## BRITISH FUNDS

High Low Stock Price Div. Yield

“Shorts” (Lives up to Five Years)

104	97	99	Electric 10-yr	99	1040	8.37
104	97	99	Treasury 10-yr	99	1040	8.37
96	94	94	Electric 10-yr	99	1040	8.37
102	97	99	Electric 10-yr	99	1040	8.37
102	97	99	Treasury 10-yr	99	1040	8.37
96	94	94	Electric 10-yr	99	1040	8.37
102	97	99	Electric 10-yr	99	1040	8.37
102	97	99	Treasury 10-yr	99	1040	8.37
110	101	98	Electric 10-yr	99	1040	8.37
110	101	98	Treasury 10-yr	99	1040	8.37
101	96	94	Electric 10-yr	99	1040	8.37
101	96	94	Treasury 10-yr	99	1040	8.37
97	91	88	Electric 10-yr	99	1040	8.37
97	91	88	Treasury 10-yr	99	1040	8.37
85	85	85	Electric 10-yr	99	1040	8.37
85	85	85	Treasury 10-yr	99	1040	8.37
101	96	94	Electric 10-yr	99	1040	8.37
101	96	94	Treasury 10-yr	99	1040	8.37
97	91	88	Electric 10-yr	99	1040	8.37
97	91	88	Treasury 10-yr	99	1040	8.37
85	85	85	Electric 10-yr	99	1040	8.37
85	85	85	Treasury 10-yr	99	1040	8.37
101	96	94	Electric 10-yr	99	1040	8.37
101	96	94	Treasury 10-yr	99	1040	8.37
97	91	88	Electric 10-yr	99	1040	8.37
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101	96	94	Electric 10-yr	99	1040	8.37
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101	96	94	Electric 10-yr	99	1040	8.37
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85	85	85	Electric 10-yr	99	1040	8.37
85	85	85	Treasury 10-yr	99	1040	8.37
101	96	94	Electric 10-yr	99	1040	8.37
101	96	94	Treasury 10-yr	99	1040	8.37
97	91	88	Electric 10-yr	99	1040	8.37
97	91	88	Treasury 10-yr	99	1040	



**TRAFFIC LAND** Continued

RUBBERS AND SISALS									
Stock		Price	Dr.	Cr.	Dr.		Cr.		
10	Anglo-Indonesian	102	-	2 7/8	47				
11	Bent. Port. 100	102	-	3 7/8	17				
12	Bent. Port. 100	102	-	3 7/8	17				
13	Bent. Port. 100	102	-	3 7/8	17				
14	Bent. Port. 100	102	-	3 7/8	17				
15	Bent. Port. 100	102	-	3 7/8	17				
16	Bent. Port. 100	102	-	3 7/8	17				
17	Bent. Port. 100	102	-	3 7/8	17				
18	Bent. Port. 100	102	-	3 7/8	17				
19	Bent. Port. 100	102	-	3 7/8	17				
20	Bent. Port. 100	102	-	3 7/8	17				
21	Bent. Port. 100	102	-	3 7/8	17				
22	Bent. Port. 100	102	-	3 7/8	17				
23	Bent. Port. 100	102	-	3 7/8	17				
24	Bent. Port. 100	102	-	3 7/8	17				
25	Bent. Port. 100	102	-	3 7/8	17				
26	Bent. Port. 100	102	-	3 7/8	17				
27	Bent. Port. 100	102	-	3 7/8	17				
28	Bent. Port. 100	102	-	3 7/8	17				
29	Bent. Port. 100	102	-	3 7/8	17				
30	Bent. Port. 100	102	-	3 7/8	17				
31	Bent. Port. 100	102	-	3 7/8	17				
32	Bent. Port. 100	102	-	3 7/8	17				
33	Bent. Port. 100	102	-	3 7/8	17				
34	Bent. Port. 100	102	-	3 7/8	17				
35	Bent. Port. 100	102	-	3 7/8	17				
36	Bent. Port. 100	102	-	3 7/8	17				
37	Bent. Port. 100	102	-	3 7/8	17				
38	Bent. Port. 100	102	-	3 7/8	17				
39	Bent. Port. 100	102	-	3 7/8	17				
40	Bent. Port. 100	102	-	3 7/8	17				
41	Bent. Port. 100	102	-	3 7/8	17				
42	Bent. Port. 100	102	-	3 7/8	17				
43	Bent. Port. 100	102	-	3 7/8	17				
44	Bent. Port. 100	102	-	3 7/8	17				
45	Bent. Port. 100	102	-	3 7/8	17				
46	Bent. Port. 100	102	-	3 7/8	17				
47	Bent. Port. 100	102	-	3 7/8	17				
48	Bent. Port. 100	102	-	3 7/8	17				
49	Bent. Port. 100	102	-	3 7/8	17				
50	Bent. Port. 100	102	-	3 7/8	17				
51	Bent. Port. 100	102	-	3 7/8	17				
52	Bent. Port. 100	102	-	3 7/8	17				
53	Bent. Port. 100	102	-	3 7/8	17				
54	Bent. Port. 100	102	-	3 7/8	17				
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56	Bent. Port. 100	102	-	3 7/8	17				
57	Bent. Port. 100	102	-	3 7/8	17				
58	Bent. Port. 100	102	-	3 7/8	17				
59	Bent. Port. 100	102	-	3 7/8	17				
60	Bent. Port. 100	102	-	3 7/8	17				
61	Bent. Port. 100	102	-	3 7/8	17				
62	Bent. Port. 100	102	-	3 7/8	17				
63	Bent. Port. 100	102	-	3 7/8	17				
64	Bent. Port. 100	102	-	3 7/8	17				
65	Bent. Port. 100	102	-	3 7/8	17				
66	Bent. Port. 100	102	-	3 7/8	17				
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69	Bent. Port. 100	102	-	3 7/8	17				
70	Bent. Port. 100	102	-	3 7/8	17				
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72	Bent. Port. 100	102	-	3 7/8	17				
73	Bent. Port. 100	102	-	3 7/8	17				
74	Bent. Port. 100	102	-	3 7/8	17				
75	Bent. Port. 100	102	-	3 7/8	17				
76	Bent. Port. 100	102	-	3 7/8	17				
77	Bent. Port. 100	102	-	3 7/8	17				
78	Bent. Port. 100	102	-	3 7/8	17				
79	Bent. Port. 100	102	-	3 7/8	17				
80	Bent. Port. 100	102	-	3 7/8	17				
81	Bent. Port. 100	102	-	3 7/8	17				
82	Bent. Port. 100	102	-	3 7/8	17				
83	Bent. Port. 100	102	-	3 7/8	17				
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86	Bent. Port. 100	102	-	3 7/8	17				
87	Bent. Port. 100	102	-	3 7/8	17				
88	Bent. Port. 100	102	-	3 7/8	17				
89	Bent. Port. 100	102	-	3 7/8	17				
90	Bent. Port. 100	102	-	3 7/8	17				
91	Bent. Port. 100	102	-	3 7/8	17				
92	Bent. Port. 100	102	-	3 7/8	17				
93	Bent. Port. 100	102	-	3 7/8	17				
94	Bent. Port. 100	102	-	3 7/8	17				
95	Bent. Port. 100	102	-	3 7/8	17				
96	Bent. Port. 100	102	-	3 7/8	17				
97	Bent. Port. 100	102	-	3 7/8	17				
98	Bent. Port. 100	102	-	3 7/8	17				
99	Bent. Port. 100	102	-	3 7/8	17				
100	Bent. Port. 100	102	-	3 7/8	17				

[illegible]



